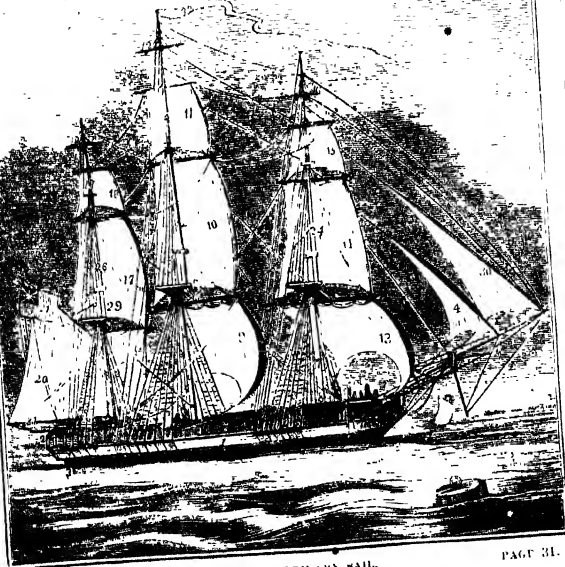


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SHIP UNDER ORDINARY SAIL,

TALES ABOUT ~~THE~~ SEA

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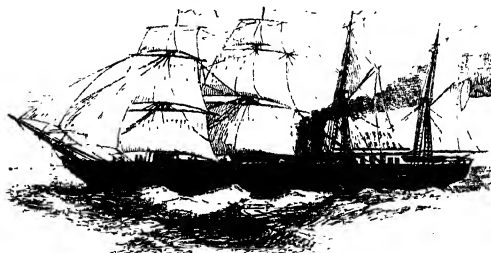
ISLANDS IN THE PACIFIC ~~NO~~

AND

THE MISSING SHIPS IN THE ARCTIC REGIONS.

BY

PETER PARLEY.



EIGHTH EDITION, ENTIRELY RE-EDITED.

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CONTENTS.

| CHAP | PAGE |
|---|------|
| 1. PARLEY tells about the Five Great Oceans | 1 |
| 2. About the Saltness of the Sea. About Tides. Colours of the Sea. Sparkling of the Sea | 8 |
| 3. Parley tells about Sailors | 16 |
| 4. Life <i>in</i> the Ocean. The Coral Insect; the Herring; the Birds | 24 |
| 5. About the various Names given by Sailors to different Parts of a Ship and of its Rigging | 30 |
| 6. About the Mariner's Compass, and building a Ship. . . . | 36 |
| 7. Parley tells about various Kinds of Vessels. | 42 |
| 8. Story of a Cabin-boy | 47 |
| 9. Cabin-boy's Story continued. About the Cod-fisheries. Description of the Whale-fisheries | 56 |
| 10. The Fishermen meet with more Whales. They kill a young Whale, and afterwards kill the old one. Adventure with a White Bear. Description of the Green- landers. How a Greenlander killed a Seal | 64 |
| 11. Story of the Cabin-boy continued. Dangerous Accident. Capture of the Whale-ship. She is taken to France, where the Crew remain for two Years. George Gordon at length returns to his Home. The melancholy fate of his Mother. End of the Cabin-boy's Story. | 70 |
| 12. Story of Leo and the Pirates | 76 |
| 13. Leo's Story continued | 89 |
| 14. About the Pacific Ocean | 96 |
| 15. Parley's Voyage to the Pacific Ocean. Description of Rio Janeiro. Account of the Patagonians | 99 |

| CHAP. | PAGE |
|--|------|
| 16. About the Straits of Magellan. Parley meets with Storms of Wind and Snow. Observations upon the North and South Pole. Islands covered with Ice and Snow. The Pacific Ocean, and the Island of Juan Fernandez . . . | 102 |
| 17. Description of the Island of Juan Fernandez. Story of Alexander Selkirk | 105 |
| 18. Selkirk's story continued | 110 |
| 19. Parley stops at Valparaiso. Goes to the Sandwich Islands. Description of the Sandwich Isles. The Inhabitants. About Captain Cook | 116 |
| 20. Multitudes of People come on board the Beaver. Their Dress. Appearance. Houses. Amusements. Religion. Temples. Account of the Destruction of their Idols. Arrival of the Missionaries. Consequences | 123 |
| 21. Departure from the Sandwich Islands. Arrival at the Mouth of the Columbia River. Treaty with the Indians. Astoria. The Vessel sails, and the Captain trades with more Indians. A Storm. About Jenkins and two Sailors. The Vessel is driven upon the Beach. A Whale ashore. The Ship is got off, but Jenkins and the two Sailors cannot be found | 127 |
| 22. The Vessel goes to Nootka. Something about Jewitt. About the Indians. Shooting Walruscs. The Marquesas Islands. Easter Island | 135 |
| 23. Pitcairn's Island, and a short account of the Mutineers who settled there | 140 |
| 24. About the Society Islands. About Otaheite and the Missionaries. The Friendly Islands. Navigators' Isles. Caroline Isles. Ladrones. About Polynesia | 144 |
| 25. The Ship approaches the Philippine Isles. A Hurricane. Volcanic Eruption. Ship is wrecked on the Coast of Luzon. Parley and two Sailors only are saved. They are kindly treated by the Natives. They travel to Manilla | 149 |
| 26. About the Philippine Isles. Description of the Inhabitants. Productions. Parley enters a British Ship. About James Jenkins. About Borneo, Sumatra, Java, and the Spice Islands | 154 |

| CHAP. | PAGE |
|---|------|
| 27. Parley goes to Australia | 163 |
| 28. About Australia, or New Holland | 168 |
| 29. The Ship leaves Australia, and goes to New Zealand. Various Matters and Things about New Zealand | 177 |
| 30. The Ship leaves New Zealand. More about the People. Massacre of Marion and his Companions. Story of John Rutherford | 191 |
| 31. Parley returns to America | 202 |
| 32. Adventures of James Jenkins | 204 |
| 33. Parley tells of the Greenland, or Common Whale. Parley tells, as before, of the Bright Appearances in the Sea | 216 |
| 34. Singular Story of a Whale-ship | 220 |
| 35. Parley explains about Whales. "Is the Whale a Fish?" Breathing of Whales, &c | 224 |
| 36. Parley tells about the Cachalot, or Spermaceti Whale | 230 |
| 37. Parley tells more about Sperm Whales, and especially about their Hearing, as well as about American Whalers, and the Fighting of an American Whaler with a Sperm Whale | 234 |
| 38. Parley tells about the Grassy Sea (so called) in the midst of the Atlantic Ocean, and its Sea-grapes, and Turtles, or Sea-tortoises; and of Ancient distant Voyages | 238 |
| 39. Parley tells about Sword-fishes; about Narwhals, Nose- whales or Sea-unicorns; and about Saw-fishes, a species of Shark | 243 |
| 40. Parley continues the subject of his preceding Chapter. Ships and Sword-fishes. Sword-fish and Pilot | 248 |
| 41. Parley continues the same subject, and speaks a word about the Dangers of the Seas, and the use of Light- houses, Life-boats, Buoys, and Diving-Bells | 252 |
| 42. Parley tells of the Grampuses, including the Sword-grampus | 257 |
| 43. Parley tells about the High-finned Cachalot, or Small- c-eyed, or Black-headed Spermaceti Whale, or Whirlpool, or Pot Whale | 262 |
| 44. Parley tells more about the High-finned Cachalots; and especially about the seventeen Cachalots that were cast ashore at the mouth of the Elbe, a hundred years ago | 266 |

| CHAP. | PAGE |
|---|------|
| 45. Parley finishes his Remarks on Whales | 271 |
| 46. Parley tells more about various kinds of Sea-vessels. About Yachts. The Yacht-Club. About Gallies and Hulks. | 276 |
| 47. Parley tells about Steam-boats | 282 |
| 48. Parley tells of English Men-of-War, and of Bomb-ketches, Bombs, Mortars, and Gun-boats; which are the present Substitutes for Steam-batteries | 286 |
| 49. Parley tells about Pearls and the Pearl Fisheries | 288 |
| 50. Story of La Perouse. | 293 |
| 51. The sad Tale of the Missing Ships, and the fruitless efforts made to find Sir John Franklin. | 300 |
| 52. Parley relates an Anecdote of Lord Nelson, and of a Seaman who fought and fell with him | 310 |
| 53. A few of the Adventures of John Roby, a friend of Parley's, and of his daring exploits | 312 |
| 54. Parley tells about Vancouver's Island, and some peculiarities of the Navigation thereabouts | 318 |
| 55. Parley's Account about Iceland, and the manner of its discovery | 320 |
| 56. A Chapter on Steam-Tugs | 323 |
| 57. A little about Screw Steamers, and their advantages over Paddlewheel Steamers | 327 |
| 58. Rating of Ships. Their different classes | 329 |
| 59. Parley gives some information about Iron Shipbuilding, and traces it from its beginning to the completion of the Great Eastern | 332 |
| 60. Parley describes the National Flags of different Countries, and those of England in particular. | 338 |
| 61. A few words about Admirals. | 343 |
| 62. Sea Fights and their Commanders | 348 |
| 63. An account of the Ships in the British Royal Navy. . . . | 350 |
| 64. Conclusion | 357 |

PETER PARLEY'S
TALES ABOUT THE SEA,
AND
The Islands in the Pacific Ocean.



THE OCEAN.

CHAPTER I.

PARLEY* TELLS ABOUT THE FIVE GREAT OCEANS.

OLD Peter Parley is still alive and well; and as willing as ever to amuse, and while amusing, to instruct his young friends. Why not? how can I spend

a leisure hour better than in making you happy in telling you of my strange adventures?

While I talk to you it makes me feel young again. I think to myself, "Ay, that is just the way that I used to listen when a wonderful story was told me in my youthful days."

It is true that I have finished my stories of the four quarters of the globe, and told you of the principal adventures of my life, but for all that, I have plenty of other subjects equally interesting to talk about.

In my Tales of Europe, Asia, Africa, America, and Oceania, I told you about the land. I am now going to tell some Tales about the Sea, and the Islands in the Pacific Ocean. I think you will gladly listen to what Peter Parley has to say about them. I have described the principal countries and nations upon the globe; I have told you of the manners and customs of the people; about the birds, the four-footed beasts, and the most remarkable fruits and vegetables throughout the world; but I have told you little of the great waters that surround the earth. I have related some of my own adventures upon the sea, but I have a great deal more to tell you about the sea itself. It is full of wonders; and I do not doubt you will be deeply interested in the account, that I shall give you.

Before we proceed any further, I must inform you, that according to the language of navigators and geographers, there are five great oceans upon the globe. These are the Atlantic, Pacific, Indian, Northern, and Southern. The Atlantic Ocean lies to the east of us, and to the south-west of England. It separates Europe from Africa and America.

We must cross this ocean to go from any port in America to England, or from England to either North or South America. It once took vessels about thirty days to cross this ocean; but steamers now run the distance in from nine to eleven days. It is about three thousand miles in width, from east to west, and about eight thousand miles in length, from north to south.

Divided from the Atlantic by the continent of America, and from the Indian Ocean by irregular chains and clusters of islands, lies the Pacific Ocean. It is the largest of all the seas denominated Oceans. It is about as extensive as all the land upon the globe, and as all the other seas or

What countries does the Atlantic Ocean lie between?

What ocean must you cross to go from Europe to America?

How wide is the Atlantic Ocean? Length?

How long does it take a vessel to cross the Atlantic Ocean?

Where is the Pacific Ocean? What is the largest ocean?

What ocean is as extensive as all the land on the globe?

oceans united. It is ten thousand miles across from east to west, and it used to take a vessel three or four months to sail from one side of it to the other. It is seven or eight thousand miles in breadth, from north to south. It separates America from Asia, and from the east of Africa. The Pacific Ocean is about twice as large as the Atlantic.

The name of Pacific Ocean has been gradually extended in its application, from what was previously called the South Sea (whence our South Sea Islands, the South Sea House, in the city of London, and the South Sea Bubble, the great talk of the middle of the last century), to the whole of that part of the great ocean which lies between the Indian Ocean and America, and between Behring's Straits and the latitude of Cape Horn. In the north it is called the North or Northern Pacific Ocean, and in the south, the South or Southern Pacific Ocean.

You will wonder what I mean by the South Sea Bubble. Many years ago some people in England projected a plan of forming a fishery in the South Seas, which was to produce great wealth; but it turned out to

Extent of the Pacific Ocean, from east to west?

Extent from north to south?

How long used it to take a vessel to cross the Pacific?

How is the term Pacific Ocean at present applied?

What countries does the Pacific Ocean lie between?

be a speculative undertaking, and was therefore called the South Sea Bubble. The projectors got money by it, but those who subscribed to this absurd concern got neither money nor fish.

The word *Pacific*, has received various explanations. "The 'South Sea,'" says one, "is called the Pacific, because, when compared with the Atlantic, the Mediterranean, the Red Sea, and the Persian Gulf, its storms are fewer and less violent, and its calms more tranquil. It is also jestingly called the Sea of Drunkards, because a drunken man might navigate it; and if a vessel ever be lost in it, it is entirely owing to the ignorance of the pilot, for the navigation is safe, unless he is very careless."

"Both ocean and ships," says another, "are here ruled by five beautiful stars, in the form of a Cross; a happy prognostic of a holy domination over sea and land."

Peter Parley does not understand how either the sea or the ships can be ruled by the stars, but he has heard that the navigator is assisted in steering his proper course

Why is this ocean called the Pacific?

Why has it been jestingly called the Sea of Drunkards?

What has been said of its geographical situation beneath the southern constellation of the Cross?

Is the Cross a constellation of the Southern Hemisphere?

by them. If it pleases God to preserve a vessel in the wildest storm that ever blows, it is safe, but without his care, all the stars in the sky will never keep it from foundering.

The Indian Ocean is in a south-easterly direction from us, and from England. It lies to the south of Asia, and the east of Africa. Vessels, in going from Europe to the East Indies, or China, and some other parts, sail across the Indian Ocean.

The Northern Ocean is situated near the North Pole. Some portions of it, near the land, are always covered with ice. Large masses of ice are seen floating about in the water, at all seasons of the year. Many navigators have attempted to penetrate these icy regions; among whom the latest are Captain Parry, Captain Ross, and Sir John Franklin.

Peter Parley has read and heard about all of them, for old sailors like to know where others have sailed, and all about the dangers they have passed through.

The Southern Ocean is situated near the South Pole. Several navigators have visited this ocean; but they have

Where is the Indian Ocean? What countries lie north of it? What vessels cross the Indian Ocean? Where is the Northern Ocean? What can you tell of the Northern Ocean?

What of the Southern Ocean? What of the ice in both?

met with greater difficulties here than those toward the North Pole. They found that the ocean was filled with masses of ice, and that it was impossible to proceed.

Besides the Five Great Oceans, there are many Seas. These are smaller parts of the great and only real ocean. The principal seas are the Mediterranean Sea, which lies between Africa and Europe; the Baltic Sea, which lies between Russia and Sweden; the North Sea, between Great Britain and Denmark; the Icy Sea, the Black Sea, Egean Sea, Adriatic Sea, Sea of Marmora, the Red Sea, the China Sea, in the east; and the Carribean Sea in the west. There are also Gulfs, Bays, and Straits.

But all these (as I have already intimated) are only portions of the great mass of water that surrounds the continents and islands upon the globe. It is all a unity; and though we give different names to different parts, these parts constitute no more than one universal sea or ocean, of some of the peculiarities of which I shall presently tell you.

What are seas? What are some of the principal seas?

Where is the Mediterranean? Baltic? North? Black? Adriatic? Red? China? Carribean?

CHAPTER II.

ABOUT THE SALTNESS OF THE SEA. ABOUT TIDES. COLOURS
OF THE SEA. SPARKLING OF THE SEA.



SHALL now tell you of some curious matters relating to the sea. Sea water is always salt, in all parts of the world. If you put a little of it into your mouth, you will soon perceive that it tastes like brine. It is impossible to say, with certainty, what occasions the saltness of the sea. But I imagine that there are great beds of salt lying at the bottom of the sea, in various parts of the world. These, being washed by the moving waters, impart to them, as I suppose, some of their particles, and thus render them salt.

But whatever may cause the saltness of the sea, the

What other names are given to different parts of the ocean?
Is the ocean salt in all parts of the world? .

fact itself is of the greatest importance. For if the ocean were formed of fresh water, it would become tainted ; all the animals in it would perish ; the air itself would become poisonous ; and all animals and plants, even on the land, would sicken and die.

The water of the Red Sea is much saltier than that of the ocean at large ; and, in consequence, it is also heavier.

Another remarkable circumstance relating to the sea is, that it is kept in constant motion, rising and falling, in the one case toward the moon, and in the other, toward the centre of the earth. If you were ever on the sea shore, you have probably observed that the water is sometimes high, and sometimes low ; that sometimes it flows toward the shore, and sometimes from it.

These changes occur at regular intervals, and are called *tides*. When the water is high it is called *high tide* ; when it is low, it is called *low tide*. When the water is coming in it is called the *flowing* of the tide ; when it is going out, it is called the *ebbing* of the tide. As a general rule, every twelve hours it is high tide, and every twelve hours it is low tide. Six hours after it is high tide, it is low tide ; and six hours after it is low tide,

What probably causes the saltiness of the sea or ocean ? Of what advantage is the saltiness of the sea ? Is the water of the Red Sea saltier and more heavy than that of the ocean in general ?

it is high tide. Thus the tide ebbs and flows twice in twenty-four hours.



THE SEA BEACH.

It is pleasant and profitable, sometimes, to walk on the sea beach by moonlight, when the tide is coming in ; for the clear moon sailing calmly through the sky, the high rocks casting their deep shadows, and the curling waves breaking one after another on the shore, all dispose

What are tides ? What is high tide ? Low tide ? What is the flowing of the tide ? Ebbing of the tide ? How many hours from one high tide to another ? From one low tide to another ? How many times does the tide ebb and flow in twenty-four hours ?

Do the tides rise to the same height at all places ? What of the tides at the Bay of Fundy ? If it were high tide to-day at twelve o'clock, when would it be high tide again ? If it were low tide this morning at six o'clock, when would it be low tide again ? If it were low tide to-day at nine o'clock, when would it be high tide ?

us to reflection, and the greatness and goodness of God are sure to come into our minds, filling us with awe of his mighty power, and love of his great goodness.

The tide, in different places, rises to different heights. In many it rises from six to ten feet; but in some much higher. In the Bay of Fundy, between Nova Scotia and New Brunswick, it rises to the height of forty feet. Sometimes it rushes in so suddenly as to overtake the cattle that are grazing on the shore. When they see it coming, as if aware of their danger, they set up a loud bellowing, and fly from it with all their might. But the tumbling waters sometimes overwhelm them, and bury them beneath the waves.

The tides are freely extended all over the open surface of the ocean, or sea. But they are qualified, or very much influenced, by the winds and currents, either in the Mediterranean Sea (so called), or in the Baltic Sea, both of which are gulfs, or almost enclosed portions. Everywhere else, along the shores of Europe, Asia, Africa, and America, and of the islands throughout the ocean, the restless waters are in great and uniform activity; they are never at rest, and they never tire.

In what seas are the tides only trifling and irregular?

These are very curious facts : but they are not merely curious. That Great Being, who made the world, had some useful design in subjecting the ocean to the law which keeps it in this kind of constant motion. But what was that design ?

This is a question which the wisest man cannot fully answer. We may understand a little about it, but very little compared to the whole truth. We know no more of the whole designs of God, than a caterpillar, crawling on a cabbage-leaf, knows of the whole of the garden. Neither is it proper we should know, and be able to fathom, all the designs of our Creator. It would not tend either to our happiness or his glory.

If we reflect a moment, we shall perceive, that were the waters of the ocean, notwithstanding their saltness, always at rest, they would become putrid ; so that all living things, whether in the sea or on the land, would perish. The tides, then, are of the greatest importance. Without them, the world itself would become uninhabitable. The rise and fall of the waters likewise effect changes in the air about them, and contribute, therefore, to its purification, and wholesomeness.

But what is the cause of the tides ? Why do these

What uses appear in the tides ?

waters of the great deep flow regularly backward and forward, in this wonderful manner? I will tell you. The moon, that passes over our heads every day, has the power of attracting the waters of the ocean. Thus, as it moves along through the heavens, the waters, being attracted by it, rise toward it, and flow until they burst upon the shore that stops their progress.

There may be other causes, too, not quite so well understood, but Peter Parley is not able to explain them. We often run into the error of thinking that an effect is brought about by one cause when it is produced by many.

But though, without the influence of the moon, there would be no tides at all; yet, in different latitudes, and often in places very near to each other, both the height and time of the tides vary, through causes which either assist or oppose that influence. Great, and even national efforts are at this time making, to acquire more knowledge of the tides than has been hitherto possessed; and, among other curious observations and opinions connected with the subject, an idea is enter-

What is the cause of the tides? Are the tides dependent upon other influences than the influence of the moon?

What efforts are at present making to increase our knowledge of the tides? What is now thought of a connexion between the local depths of the sea, and the local swiftness of its motion?

tained that the *depth* of the sea, at any particular spot or time, may be known from the swiftness of the sea at the same time and spot.

Those of my little readers who have been near the ocean, have probably observed that it is sometimes blue, sometimes green, and sometimes of a yellowish tint. In particular situations, the green and yellow tints are occasioned by plants growing beneath the water; but, in a general way, they depend upon the manner in which the water, from space to space, receives and reflects or refracts the light. The blue is occasioned partly by the reflection of the sky, and partly by the atmosphere, which gives an azure tint to the distant water, as it does to distant hills and mountains.

Sometimes, in stormy weather, the waters become very dark. This appearance, I suppose, is occasioned by the reflection of the darkness of the black clouds that then fill the sky.

Some of the most beautiful appearances of the sea consist in its sparkling and brightness at night. Where the water is agitated by a ship, the waves become lighted up, and seem to be filled with little balls of fire, which

What occasions the green and yellow tints of the sea?

What causes the blue colour of the sea?

Describe the sparkling of the sea at night.

shine for a moment, and then disappear. At times, the whole track of a vessel will seem to be on fire. In stormy weather, the brilliancy of the water is often increased; and, during a gale of wind, I have frequently seen the spray of the sea dash over the ship in a dark night, seeming like a stream of liquid fire.

In these and many other examples, the bright appearances seen in sea-water perhaps arise from shining matter contained in the water itself, derived from the decay of animal and vegetable bodies. At other times, the appearance of light or fire in the sea is plainly to be ascribed to the existence, in the water, of vast multitudes of shining insects, in the nature of the glow-worms, fire-flies, and lantern-flies of the land; some of these are not of the minutest kind in respect of size.

In the Atlantic Ocean, stripes of apparent fire are sometimes seen in the sea, a mile or more in breadth, while all the rest of the water is dark; and, upon dropping a towing-net into these bright parts of the water, large quantities of insects may be drawn out, shining with a beautiful light, of a pale-greenish colour.

The sea, in a word, abounds in objects of interest and delight. I like to read a little, now and then, about the ocean; it reminds me of many things which I have seen.

What probably occasions the sparkling of the sea at night?

CHAPTER III.

PARLEY TELLS ABOUT SAILORS.

A book on the sea would be incomplete if it did not say something of the sailors, the brave men who, in the merchant service, visit all countries and climates to bring thence the many articles which, formerly considered luxuries, are now, through the instrumentality of our sailors, become quite necessities in every Englishman's home. And here let me offer a word of advice to those of my readers who may have thought a sailor's life so very agreeable, because so many have written of the "jolly" life of a sailor. Your old friend would have you bear in mind that it is not always fine weather at sea, and as for "seeing the world," you would be more likely to see a great deal of "the water;" for you must know that sailors are not allowed to go and explore every land their ship may touch at, and when in their destined port there are the duties of the ship to keep them from much rambling about even where their stay is the longest.

Then the romance of being a sailor: those of my young friends who live in or near maritime towns and see from time to time the smart young midshipman, home

from a voyage, are apt to look with envy at his uniform, or when thinking of his supposed freedom from restraint; but they forget that the object of their envy may, a few days hence, be keeping watch on deck in a gale of wind, nearly blinded with the dash of the sea, or "turned out" suddenly from his warm hammock to go aloft and assist in taking in sail, or perhaps sent at once into the chains to heave the lead, and when he is allowed to go below again, must hold himself in readiness to turn out at the first summons—these, and other much more arduous duties, must be and are performed with alacrity by every good sailor, and instead of (as frequently happens on land) all shrinking from the post of greatest danger, it is esteemed the post of honour, and all try for it.

When the wind is fair and the weather fine, then is the time for the fun and frolic to commence, and the life of a sailor, *in a good ship, with a considerate captain*, may indeed be called jolly for the time; and for the sailors' sake it is a great pity there are not more of both. I have read of many acts of violence perpetrated on board a ship which might have been prevented had the captain acted more kindly to his crew; for I believe the law of judicious kindness will promote subordination in a ship's company much more than severity.

The general advance of knowledge and the introduction

of ocean steam-ships, which tend to shorten voyages, have done much to lessen the romance of a sailor's life, and also the superstitious feelings which every sailor seemed naturally to acquire in the days when your old friend Parley was at sea; but there is one scene of frolic which it appears is still indulged in, though it is managed in a somewhat different way. This account of the ceremony used on crossing the line I have condensed from a recently published book called "A Sailor's Log-book from Portsmouth to Peiho."

"The evening of the day before we crossed the line we were made aware of our trespass on Neptune's estate by the tops being alive with men, who drew up water from alongside, and dashed it over the astonished people on deck; those who had formerly passed the line only being so employed. I went on deck, with only a thin pair of cotton drawers on, and in ten minutes was drenched from head to foot, and having been so drenched, I soon took an active part in drenching others. Our good old captain and the chaplain received an equal saturation with the others—this was the prologue. On the next day we crossed the line, and now, boys, pay attention if you want to know what a sea-going frolic is. A lower 'stunsail,' or studding-sail, was stretched over the gangway, forming a sort of basin or bath, which was filled with

water, for sail-cloth, being of a stout material closely woven, holds water pretty well. Delicately balanced upon a grating over this bath was a stool, upon which the novices had to sit, in order that, having gone through the first forms, they might be in an excellent position for the second, that is, the 'dousing.' The greenhorn being placed on the stool, was asked, 'What's your name? Where d'ye live?' No sooner did he open his lips to answer, than the shaving-brush, primed with filthy lather, was thrust suddenly into his mouth. It was of no use to kick against it, for this was always resented by a three-fold dose. The victim was afterwards shaved with a piece of smooth iron hoop: the 'bumptious' ones had the benefit of the first-class razor, with great notches in the edge, assisted by a more nauseous and unctuous lather, and rendered more effectual by a series of thumps and kicks. Finally, he was canted head over heels into the aforesaid sail, where the 'bears' soon fisted him, and gave him, while still half-stupefied and bewildered, a shameful ducking, whether he liked it or not, and then let him go. But while all this was taking place on deck, a different scene was going on below, where most of the men, having resolved not to be shaved, had unshipped the hatchway ladders fore and aft, and congregated in a body, so that if the shaving party showed their noses below in

order to force the unwilling ones up, they might get what they didn't bargain for. One or two attempts were made to drag up some of the youngsters, but our side gallantly rescued us, and the advocates for the razor drew off discomfited. All this time there was a precious noise below, and, as one of the West-countrymen said, 'We were all talkers and no hearkeners.' At last the third lieutenant made bold to come from the wardroom and approach our intrenchment: we let him come pretty close, and heard his request that we would drop all this nonsense and get shaved; but no, the men wouldn't hear of such a thing, and he was pelted back with sundry dirty swabs and other missiles into his own quarters. The other officers, seeing him defeated, desisted from any further parleying for a time, and we were left to ourselves, except now and then an attempt at surprise by the upper-deck party; but it wouldn't do; we were on our guard, and always pelted them off. At last, the men getting quiet, the first luff came forward, and calling one of the men by name, said he wanted to speak to him. 'Oh, no, sir—you want to get me shaved. I'd rather not come, sir.' 'But,' says the officer, 'I'll give my word of honour I won't harm you.' 'Yes,' sings out somebody from the crowd, 'honour hangs about you like feathers on a pig.' The officer now began to be irritated. 'Oh,

I know what you want, sir,' says the man; 'you don't catch me like that.' At last the officer lost his temper; perhaps all the quicker because of the wet cloths and swabs with which he was kept aloof. However, by dint of threats, he got the man out, and of course the lieutenant marched him in triumph on deck, where he was shaved with a vengeance. Seeing their cause lost, the men submitted, and one by one sneaked up and went through the ordeal. I had been waiting to go through the process for some time; at last the stool was vacant. I jumped up. 'What's yer name?' No answer. 'What's yer name?' Still speechless. 'Make him speak, bulldogs,' says Neptune. Whereupon a little girl (Neptune's daughter), assisted by her brother, bit my toes unmercifully. 'Oh! oh!' I cried, when dab went the nasty brush into my mouth. Then old Nep said, 'Pass him through, he's a quiet character,' and capsized me over to the care of the bears, who dipped me under once; and then, scared and gasping for breath, I scrambled out of the sail. These bears are men who stand in the sail, ready to receive and duck the novice as he descends from the stool. I didn't relish the rough handling and treatment, and the severe sousing, but I submitted with as good a grace as possible and took my turn at laughing at my comrades who succeeded me. After all the new men

had gone through their initiation the decks were cleaned up, the sail was triced up to dry, and discipline again prevailed."

The sailor's life (as has been previously stated) is not all jollity; there are adverse winds to delay the ship and drive her from her course, storms to wreck her, sunken rocks on which she may strike; there are also fogs which prevent observations being taken by which to ascertain with certainty her position; and should she escape all these, on the open sea, there is still greater danger should a storm arise as she nears* her long-looked-for haven. When all on board are looking forward with joy to once more beholding those whom they love, what a sad reverse, to hear the wind whistling through the rigging, the roar of the surf, and to find themselves cast on shore, or doomed to be swallowed by the hungry waves, perhaps at the very moment when they had calculated on embracing once more father, mother, wife, children or friends! Nor should the anxiety of those on shore who "count the hours" with anxious longing till the arrival of the loved ones pass unnoted. Campbell, in his "Pleasures of Hope," has well portrayed this anxiety on the part of one who, after long and anxiously looking for the arrival of her lover's ship, beholds at last his dead body cast on the beach:—



“Hark ! the wild maniac sings to chide the gale
That wafts so slow her lover’s distant sail ;
She, sad spectatress on the wintry shore,
Watch’d the rude surge his shroudless corse that bore ;
Knew the pale form, and shrieking in amaze,
Clasp’d her cold hands and fix’d her maddening gaze :

Poor widow'd wretch ! 'twas there she wept in vain,
Till memory fled her agonizing brain ;
But mercy gave, to charm the sense of woe,
Ideal peace, that truth could ne'er bestow ;
Warm on her heart the joys of fancy beam,
And aimless hope delights her darkest dream ;
Oft when the moon has climbed the midnight sky,
And the lone seabird wakes its wildest cry,
Piled on the steep her blazing faggots burn,
To hail the ship that never can return ;
And still she waits, but scarce forbears to weep,
'That constant love *can* linger on the deep."

CHAPTER IV.

LIFE IN THE OCEAN.—THE CORAL INSECT ; THE HERRING ;
THE BIRDS.

THE Ocean is full of life ; myriads and myriads of created beings people its depths ; the forms of many are yet unknown to us, and the more research is made into the dwellers of the great waters, the more amazed we are at the wonderful power of the Creator of all things in adapting the structure, habits, and organs of each individual to the position it is destined to occupy. It appears to have been a portion of the great design that no part of our created world shall be vacant. The earth is covered

with a multitude of creeping things, the air is tenanted with innumerable birds and insects, and in like manner the sea is full of life even at its greatest depth. The history of the animals and creeping things, and of the birds and insects, are familiar to most of us; we have had opportunities of closely observing their peculiar distinctions, and their histories have been frequently written; but the sea is (notwithstanding all that has been written or said on the subject) still an unexhausted theme.

Your old friend does not intend to turn the present work into a history of all that is known of the inhabitants of the great deep, but must glance slightly at those most prominent or most peculiar: from the smaller coral insect, called the marine architect, to the great whale, all alike are wonderful.

The tiny coral insect, which continually labouring at the bottom of the sea, produces not only the substance of which sister's beads are made, but in time produces a forest of branches, which, intercepting and gathering together the "wrack" or floating substances, at last form solid reefs, on which many a good ship has been lost.

It would be impossible to notice all the varieties of fishes, so my observations will be confined to the few that come more prominently under notice; so now for a word about herrings. If I did not go rapidly from one

subject to another, I should never finish the account that I have to give.

In regard to the *herring*, it may help, in some small degree, an estimate of the number of these fish that are eaten by men alone, to state a few facts as to their consumption in Norway, where they form the principal food, and a large article of commerce. In the single bay of Ranoë there are annually taken about eighty *jagts*. Now one hundred tons make a *jagt*, and each ton contains about ten thousand herrings. It is said, that one par-



ticular season nineteen millions were taken in that bay. I do not wonder that you look surprised. In 1852, between January and October, one

hundred and thirty-two thousand one hundred and fifty-six tons of herrings were exported from the town of Bergen alone. But how little is all this to the general

Speak of the multitudes of herrings.

consumption of this fish among the human race ; and this, again, to the consumption of the porpoises, or *herring-hogs*, and of so many other devourers of herrings (birds, beasts, and fishes) in the waters of the deep !

The sea, you find, is full of things worthy of our attention. Plants of various kinds, some of them very beautiful, and others exceedingly curious, grow upon some parts of the bottom. Fishes of various forms, besides crowds of insects and reptiles ; some not larger than the point of a needle, others (I might almost say) as big as a small ship ; some with scales, and some with shells ; some innocent and peaceful, others fierce and quarrelsome ; some beautiful for their graceful shapes and bright colours, others hideous from their figures and ferocious aspect—these occupy the bosom of the great waters, and fill it with life and motion.

I could tell you a great many pleasing stories about these inhabitants of the deep. When we look out upon the water, and see nothing but its level surface, we must not imagine that there is nothing going on below. If we could look into the waves, we should see the sharks pur-

What grows at the bottom of the sea ?

Describe some of the various fishes that inhabit the sea.

What should we observe, if we could see all that is going on in the great waters ?

suing the cod-fishes ; we should see the whale and the sword-fish engaged in mortal battles ; we should see the sea-arrows shooting through the water in sport, as if they were running a race, and the porpoises hurrying along in a crowd like a troop of boys just let out from school. We should see thousands of smaller fish ; some of them flying from their enemies in fear ; some gliding about in peace and pleasure ; some at rest, and some in motion ; some going one way, some another.

There are many things which have greatly surprised Peter Parley on the land, but if he could go to the bottom of the ocean and see what is going on there, I fancy he would be surprised a great deal more.

A further example of the countless living things, the food of which is drawn from the sea, and which, either in its depths, or upon its surface, are its inhabitants, may be offered in the instance of that large class of sea-birds comprehending the petrels. The numbers, indeed, of the different species of petrels are so great, as sometimes to be described as exceeding those of any other bird. A single flock is sometimes seen as numerous as might cover the whole extent of an English county. In the class *petrel* is comprehended a vast variety of species differing extremely from each other, as well in figure, size, and ordinary name.

Still, these are only a part of the birds of the sea ; and still the birds of the sea are but a part of the creatures which subsist, or chiefly subsist, upon its surface ; for in this latter class we must include the large reptile which we call the *turtle*. But when we consider how much larger the sea is than the dry land ; and that the sea is inhabited through all its depths, while the land (after reckoning worms and grubs, and the burrowing four-footed animals) is smaller, and inhabited only upon its surface ; it is, perhaps, but very little to say, that *animal* life alone (for I am not speaking here of *vegetable* life) is a thousand times greater in the sea than in the air, and on the earth.

I shall presently tell you about the little birds, of which such vast numbers are seen in all parts of the ocean (at least within the northern hemisphere), called stormy petrels, though, by sailors, more commonly, Mother Carey's chickens. All the sea-birds contribute greatly, by their forms, and by their movements and motions, to enliven and beautify the prospect to such as traverse the watery way ; and often invite the reflections of observers.

The largest inhabitant of the land is the elephant. The largest creature that lives in the sea is the whale.

-
- What is the largest creature that lives on the land ?
 - What is the largest in the sea ?

But a whale is ten times as large as an elephant. I could tell you many curious stories of the whale. By-and-by, perhaps, I shall give you some account of the manner of killing whales, and relate many other stories about the inhabitants of the sea.

CHAPTER V.

ABOUT THE VARIOUS NAMES GIVEN BY SAILORS TO DIFFERENT PARTS OF A SHIP AND OF ITS RIGGING.



I do this, I wish you to know something about ships.

I have got a few pictures of English ships, which I will show you. Remember, *English oak* is the best timber in

I AM going pretty soon to tell you some interesting stories of what has happened to people on the sea ; but before

How much larger than an elephant is a whale ?

the world to build ships with. Since oak has been so scarce in England, many ships have been built with Indian oak, called *teak*—and this tree is greatly cultivated in India; but give me a ship built of English oak before all the teak ships in the world.

See, here is a picture of a ship with her sails spread.* She appears to be under full sail. I show you this picture for the purpose of making you understand the names given by sailors to various parts of the vessel and its rigging.

You observe on the ship various numbers. You see No. 1 on the lower part, or body of the ship. This part of the ship is called the *hull*. The *cabin* is a room inside of the hull, at its hinder or after part. The captain and passengers eat and sleep in the cabin. Sailors sleep in the fore part of the hull, sometimes called the *forecastle*, and sometimes spoken of as the part “before the mast.” The *hold*, or middle part of the ship, is filled with boxes and barrels, containing various kinds of merchandise, which the vessel carries from one place to another. The part of the ship that is walked upon is called the *deck*.

You see No. 2 on the hinder part of the vessel; this is

* See Frontispiece.

What is the hull of the vessel? Cabin? Hold? What of the deck of the vessel?

the *stern*. The fore part of the vessel is called the *fore-castle*.

At the stern of the vessel, marked No. 3, you see an upright wooden figure. This is called the *rudder*. One end (or the bottom) goes into the water, and the other (or the top) is joined to a horizontal bar, which projects along the quarter-deck, and is called the *helm* or *tiller*. It is moved to the right or left, or to starboard or larboard, by hand, and sometimes with ropes fastened to the tiller, by a man who stands on the deck. Sometimes the man turns it by the help of a wheel (indeed, for all seagoing ships the wheel has quite superseded the tiller, which is only used for boats and vessels for inland navigation). The part of the rudder which should be under water is flat; and by turning it one way or the other, by means of the tiller or wheel, the helmsman, or man at the helm, or wheel, or tiller, directs the ship, and makes it go which way he chooses.

No. 4 is a sort of *mast*, which runs from the bow of the vessel, called the *bowsprit*.

The ropes, which are marked No. 5, go from the sides of the vessel to the masts. They are called the *shrouds*.

What is the stern? Forecastle?

What is the rudder? Helm? Tiller? Wheel? Mast? Bowsprit?

What are the shrouds of a vessel?

They are very strong, and prevent the masts from being blown over. There are little ropes across them, like steps of ladders, which they really are, and which enable the sailors to run up the shrouds. These are the *ratlines*.

No. 6 is the *mainmast*, 7 is the *foremast*, and 8 is the *mizenmast*.

No. 9 is the *mainsail*, 10 is the *main topsail*, 11 is the *main topgallant sail*, 12 is called the *main royal*.

No. 13 is the *foresail*, 14 is the *fore topsail*, 15 is the *fore topgallant sail*, 16 is the *fore royal*.

No. 17 is the *mizen topsail*, 18 is the *mizen topgallant sail*, 19 is the *mizen royal*, 20 is the *spanker*.

No. 21 is the *flag* of the country to which the vessel belongs. Every country has a flag. The flag of England, called the Union-Jack, has a red cross for England; a white cross, upon a blue ground, for Scotland; and a third cross for Ireland, all blended together. Now when two vessels meet at sea, they hoist the flags of the country to

What are ratlines? What is the mainmast? Foremast? Mizenmast?

What is the Mainsail? Main topsail? Main topgallant sail? Main royal? Foresail? Fore topsail? What is the fore topgallant sail? Fore royal? Mizen topsail? Mizen topgallant sail? Mizen royal? Spanker?

Describe the naval flag of England. What is the use of the flag?

which they belong, so that the people on board of either can tell at once what is its country.



The Royal Standard of England, bearing the Queen's Arms, and used by any ship or boat which has the Queen, or any other member of the Royal Family on board.

No. 22 is called the *main topmast*, forming a part of the mainmast; 23 is the *main topgallant mast*.

No. 24 is the *fore topmast*, 25 is the *fore topgallant mast*.

No. 26 is the *mizen topmast*, 27 is the *mizen topgallant mast*.

No. 28 is a little circular place, where, in large ships, three or four men may stand. It is called the *roundtop*. Each mast has a roundtop, or, as it is abbreviated, a "top."

What is the main topmast? What is the main topgallant mast? Fore topmast? Fore topgallant mast? Mizen topmast? Mizen topgallant mast? What is the top, or roundtop?

One is called the *main top*, another the *fore top*, and the other the *mizen top*.

At the fore part of the vessel, you observe two small sails, extending from the bowsprit to the foremast. The lower one is called the *jib*; the upper one, marked 30, is called the *flying jib*.

The spars, or wooden rods or beams, that run across the masts, and support the sails, are called *yards*. One is called the *mainyard*, another the *main topyard*, &c.

No. 31 is a yard or spar, running out backward from the mizenmast: it is called the *boom*. The yard which is above this, and set aslant, is called the *gaff*.

No. 32 is the *pennon* or *streamer*.

There are a great many other names given by sailors to different parts of the ship. The right-hand side they call *starboard*; the left-hand side *larboard*; which names I have already had occasion to employ elsewhere. That point of the compass from which the wind is blowing is called the *windward*; that point toward which it is blowing is called the *leeward*.

What is the main top? Fore top? Mizen top? Jib? Flying-jib?

What are the yards? The mainyard? Main topyard? Boom? Gaff?

What is the Pennon? Streamer?

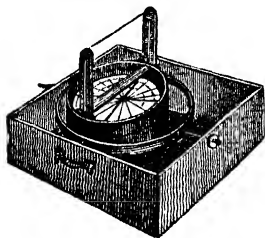
Which is the starboard side of a ship? The larboard side?

Which way is windward? Leeward?

CHAPTER VI.

ABOUT THE MARINER'S COMPASS, AND BUILDING A SHIP.

I MUST tell you a few things besides, before I proceed to relate my sea stories. Here is a picture of the mariner's compass.



You see how useful it is to learn to draw. If no one could draw, we should have no pictures, and without pictures, we could never explain one half of the things we talk about. I might talk about ships and the mariner's compass, but you would not understand me half so well, if I had no picture to show you.

This consists of a box, within which there is a round piece of card, with lines drawn upon it. These lines are marked N. for north, N.E. for north-east, E. for east, S.E. for south-east, S. for south, W. for west, &c.

Now, over this round piece of paper is a little piece of steel, called the needle. This needle is magnetized; that is, it has given to it a most remarkable and astonishing property, called magnetism.

Describe the mariner's compass. What is the needle?

The needle, being placed on a pivot, so that it can easily turn one way or the other, is directed or governed by its magnetism, so that it invariably points toward the *north* ; or, as the Chinese describe it, toward the *south* ; that is, one end of the needle points to the north, and the other to the south ; and we may speak of which end we please. In Europe or America, we never talk of the needle's pointing but toward the *north*. This pointing of the needle is certainly one of the most curious and surprising facts in nature. Why it points toward the north, no man, even the most learned, can tell ; yet so it is, and it is a matter of the utmost importance to seamen.

You must bear in mind, that upon the ocean there are no roads nor any landmarks by which the sailor can direct his course. The clouds often hide the sun, the moon, and the stars ; and all around, nothing is to be seen but a uniform waste of waters.

Under such circumstances, it is impossible to tell which way is north, or south, or east, or west, except by the compass. This little instrument never forgets, and is never uncertain. By night or day, whether the sun and the stars are visible or not, it still points north and south. What an invaluable companion is this to the lonely sailors

What is the use of the mariner's compass ?

upon the deep ! Were it not for this instrument, ships could not so safely as at present venture from the shore ; the wide ocean could never be traversed by man ; and large portions of the deep would lie for ever untravelled and unknown. Nations, which are now in habits of constant intercourse, would probably remain much separated.

Commerce, which is now carried on throughout all parts of the globe, might exist but in a very limited degree. We might never have had tea from China, spices from the Asiatic islands, gold from Australia, cotton from America, or any of the thousand other articles of merchandise sent to us from all parts of the world.

In my picture of the mariner's compass, the *box*, with its *card* and *needle*, appears in the innermost circle ; and this box is so hung, upon the two uprights that are fixed to the square outer case which contains the whole, that it can always swing with the motion of the ship, and thus keep the needle and the card in horizontal positions. Meanwhile the ring, represented by the second circle, affords a check to the motion of the compass-box, and prevents it from turning quite topsy-turvy.

The mariner's compass has been now in use more than five hundred years, and the needle pointing to the north is as great a mystery as it was when it was first discovered. Many an hour have I pored over it, without being able to

discover the secret ; so if you should find it out one of these days, you will be a great deal wiser than Peter Parley.

I will just mention here, that it is said by those who are acquainted with China, that a compass of a curious kind was in use there, hundreds of years before we knew anything of a compass at all. I have a picture of it here, which I will show you.

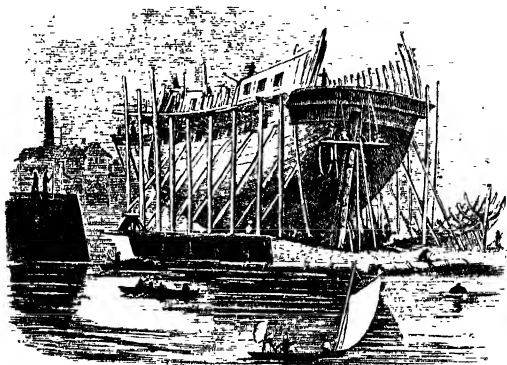
I have now told about the different parts of a ship, and I have described to you a mariner's compass : but there is something to come yet, before I begin my Tales of the Sea. I must say something of ship-building. I am not a shipwright, but for all that, you will expect me to know a little about the making of a vessel.

The first ship that was ever built, so far as we have any account of it, was Noah's ark ; but I dare say it was a very different sort of vessel to a ship of the line. I said that English oak was the best timber for a ship, and I will tell you why : it is close and tough, so that if a ball strikes it, or any other accident takes place, it will



not split like deal and other wood. A splitting, splintering wood would not do to build a ship with.

The first part of a vessel to be attended to is the *keel*. The strong timbers which form it are placed on blocks of wood, that it may be kept steady, and at a distance from the ground. *Rabbets* are made each side the keel, to receive the planks. When this is done, the *stern* is looked to, as well as the principal *posts*; the *transoms*, which are cross beams, are also put in and fixed fast. A ship depends much on the regularity with which it is built, as



much so as a house. A builder of a house uses a plummet and a line, and a shipwright uses a line too. This is

drawn from one end to the other, through the middle of the ship, and the timbers of all kinds are set by it very carefully. The long narrow timbers which are nailed along, lengthwise, so as to hold all the ribs firmly together, are called *ribbands*. These have a fine sweep, according to the width of the vessel. The planks are now nailed fast, and the beams laid across the vessel; after which come the decks.

All these things take a deal of time. The *rudder* is then fixed in its proper place, being hung on strong irons. It is no easy thing to put in the *masts*, for they are raised up high, so that they can drop all at once into the places cut for them. The part on which the mast rests is called a *step*; and there it is wedged and bolted fast enough.

It is necessary to launch the *hull* before the masts are put up: when she is once afloat, they can fit her up, rig her, and furnish her with all that is wanting, never forgetting to provide a good strong cable and anchor. You now know something about building a ship; but if I were to dwell on every particular it would take me a week.

Besides the mariner's compass, there are many other things useful to a skilful seaman, such as the telescope and the quadrant: the first for discerning objects a long way off, such as mountains, headlands, islands, and ships; and the last for making correct calculations.

CHAPTER VII.

PARLEY TELLS ABOUT VARIOUS KINDS OF VESSELS.

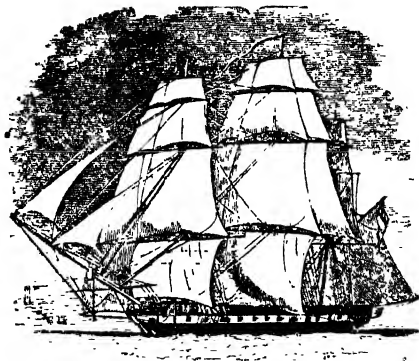
I MUST now tell you about different kinds of vessels. I have shown you a picture which represents a ship, and I have a few others still to show you. If ever you should venture on the seas, the information you pick up now will be useful to you. What sailors, in strictness, call a ship, has always three masts. Ships are of various kinds. Those that are engaged in carrying merchandise from one country to another, are called merchant-ships. Those that go to China and India are generally very large. Some of them carry a burthen of fifteen hundred, or three thousand tons.

Here is a picture of a FRIGATE. A frigate is a ship of war. Some ships of war are larger, and others are smaller; and ships of war are variously built, rigged, and armed. The largest are called ships of the line, and some are *sloops*, and others *gun-boats*. You observe along

Among vessels that are used upon the sea, which are those that are strictly called ships? How many masts has a ship?

How large are the burthens of some merchant-ships? What English merchant-ships usually carry the greatest burthens? What is a frigate? Is a frigate a ship? How many masts has a frigate?

the sides of this frigate some rows of holes. These are called port-holes. They are openings through which the



cannon are pointed, when fired at other vessels. The flaps, or doors, which at other times cover the holes, and prevent the entrance of the sea, are called *ports*; so that the plain meaning of the term *port-hole* is *door-way*. When the *port-holes* are covered, the *ports* are said to be *closed* or *down*; and when they are uncovered, or open, the *ports* are said to be *up*.

What are other ships of war than frigates? What are port-holes? What are ports? What is the literal meaning of the term port-hole?

When are the ports said to be down? When are the ports said to be up?

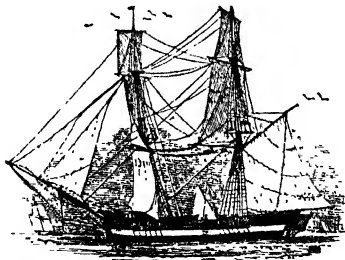
SHIPS OF THE LINE are large ships of war, built to fight great fights in *line of battle*.

Merchant-ships are square-rigged vessels having three masts, and rigged as a line-of-battle ship, but with lighter yards and smaller sails.

A barque is also a three-masted vessel, with the fore and main masts rigged as a ship, but the mizennmast is rigged almost like that of a schooner, as afterwards described.

When soldiers fight on land they can, if they like, run away, but seamen cannot run without the ship runs with them. Whatever be the danger, "there is no back door for the sailor."

A BRIG has only two masts; but it is *square-rigged*,



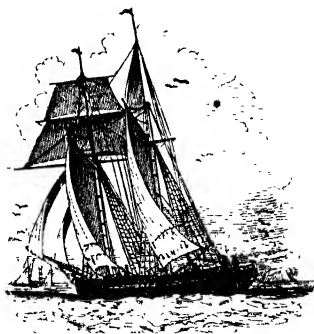
What ships are ships of the line?

Describe a brig. How many masts has a brig?

What are brigs used for?

like a ship ; that is, it has yards or spars running across the masts, like a ship. Brigs are smaller than ships, and they do not often go on very long voyages. They are commonly used as coasting vessels, and upon other short voyages. Their burthens are usually from a hundred and fifty to five hundred tons.

Here is a SCHOONER. It has two masts ; but you observe, that though it has topsails, and topsail yards, it



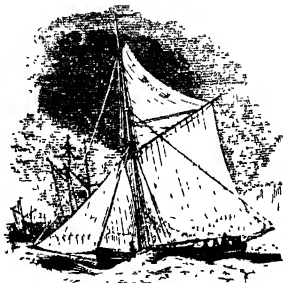
is not, in general, *square-rigged*, like the brig. Schooners are of various sizes. Sometimes they are very small, and

What is a schooner? How many masts has a schooner? .

What are schooners generally used for?

sometimes they are as large as brigs. They sail fast, and are employed generally in short voyages.

This is a SLOOP. It has but one mast. Merchant-sloops are usually employed as coasters; but sloops of war are often sent to all parts of the world.



In addition to these I might here talk of CUTTERS, STEAM-BOATS, and several other kinds of vessels; but you shall have an account of them before I have done.

In what services are sloops employed?

CHAPTER VIII.

STORY OF A CABIN-BOY.

No doubt you would like to hear the story of a cabin-boy. His name was George Gordon. His mother was a widow. George was her only child. His father, who was a sailor, had not been heard of for several years. He sailed for South America, and that was the last that was ever known of him.

Mrs. Gordon was a poor woman, but she was very industrious; and, with a little help from some kind neighbours, she did pretty well. She lived in a small house, but she kept it very neat and clean, so that it was quite comfortable.

A tidy cottage is a more pleasant place of abode than an untidy palace, and I feel more real respect for a poor woman in her little cottage, with a clean russet gown on her back, than I do for a fine lady dressed in silks and satins, who is neither clean, nor neat, in her person and clothes.

She contrived to send George to school; and although he was more fond of play than books, yet he learned to read and write. At length, he was fifteen years old; and

then he was very anxious to go to sea. His mother objected to it, for she thought the life of a sailor a very hard one; and, besides, she was afraid he would fall into bad company, and become careless and wicked, like many other sailors. The death of his father, too, had impressed her mind with such a dread of the sea, that she shrunk from the thought of intrusting her only child to the treacherous waves.

But George had been familiar with the water from childhood. He could manage a boat with the greatest dexterity. In catching fish with a hook and line, he was more expert than any other boy in the town. He loved the very dangers of the water; and when a storm dashed the surf upon the rocks, he delighted to be out in a little skiff, and hover, like the sea-gull, on the tops of the breaking billows.

His love for the sea became at length his ruling passion; and, as his mother withheld her consent, he resolved to leave her by stealth, and go abroad in a ship. Accordingly, one night, after his mother was gone to bed, he packed up his clothes, passed silently out of the door, and set off on foot for a large neighbouring seaport. Poor thoughtless lad! how little did he think of the sorrows that this undutiful conduct would bring upon him!

It was sunrise when he arrived at the port. He immediately went to one of the wharves, and offered himself as cabin-boy to the captain of a whale-ship that was just about to sail. The captain received him on board the vessel, and in a few hours the latter sailed upon its voyage.

It had a fair wind, and in a short time was out to sea. George's plans had all succeeded to his mind : he had escaped from his mother, he had found a berth on board a ship, and he was now actually on the broad ocean, going in search of adventures.

A *berth* is any place, or space, or room, whatever ; and the term is used by sailors to signify either sea-room, or the *space* in which a ship may move at sea ; or the *place* in which it may lie in a dock ; or a *place*, station, or employment on board of a ship ; or, as we shall presently see, a bed-place, or *room*, or *place*, to sleep in.

For two days he was quite happy. His business was to take care of the cabin, to keep it in good order, and attend to the personal wants of the captain. He found his situation an easy one, and he saw many things to please him. He was delighted with the sparkling of the sea at night ; he would often sit upon the bowsprit, and

What is a berth ? What are some of the various ways in which the word berth is used by sailors ?

look at the waters that heaped themselves up before the bows of the vessel. These seemed sometimes to be a mass of liquid fire, so brilliant as to make it quite light for a considerable space around.

The second day after they left the port, George saw a multitude of strange-looking creatures all round the ship. They were quite black, and looked like a parcel of hogs rolling along in the waves. George knew them to be porpoises : he had occasionally seen them before, but never in such numbers. There were more than a thousand of them, and they appeared to be all engaged in frolic.

George was delighted with these creatures, and seemed to consider the whole a very pleasant affair. But an old sailor, who was looking at the porpoises, shook his head, and said they should have foul weather to-morrow. George paid little attention to this, for at the time it was extremely fine.

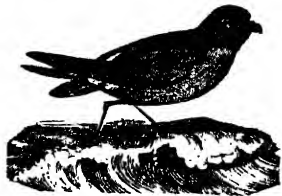
A fisherman can see a fish in the water when another person could not discern it ; and, in like manner, an old experienced sailor can see danger when a landsman does not suspect it.

In a few hours, however, the prospect began to change. The sky became cloudy, and the sea began to roll in long, heavy waves. The captain had to put on a thick over-

coat, called a pea-jacket, and was very busy in ordering the men to put every part of the ship in complete trim. He wore a look of some anxiety, and this seemed gradually to communicate itself to all on board the vessel.

The wind now began to blow in heavy gusts ; and, as they fell upon the sails of the ship, she was driven upon one side, as if she would be upset. The night was approaching, and it was already beginning to be dark. At this moment a little bird flew on board the ship, and, overcome by fatigue, fell upon the deck. George ran, picked it up, and carried it down into the cabin ; but the little creature soon died.

This little bird was one of those stormy petrels which, as I have said before, the sailors call Mother Carey's Chickens. These birds are not often seen but out at sea ; and, as they are particularly given to come near ships in stormy weather, apparently in earnest search of food, the sailors consider them as forerunners of evil. In the present instance, they foolishly looked upon the little bird's coming on board the ship as



What are all notions of signs or omens, in the superstitious meaning of the terms?

•

the sign of some melancholy event that was speedily to happen. Perhaps there is no class of men more superstitious than sailors. I could relate many instances of this, if I had time. All notions of signs or omens are foolish, ignorant, and superstitious. I shall tell you, by-and-by, still more about stormy petrels.

The sun went down, and, as the darkness settled upon the waters, the howling tempest swept over the ocean with resistless fury. The rattling of the cordage, the creaking of the masts, the roar of the waters, the flapping of the sails, the groaning of the ship as she struggled with the waves, the cries of the captain and the mate to the sailors; all these sounds came upon the ear of the cabin-boy with a new and frightful influence. He had never imagined a scene like this.

Afraid to be on deck, he went down into the cabin: but there he was uneasy, and again he went upon deck. All was darkness around, except that, here and there, the breaking of the waves gave a momentary view of the white and sparkling tops. Occasionally, too, a broad flash of lightning disclosed the tumbling waters to the sight. Then the thunder sounded; and, for an instant, the peal seemed to silence the uproar of the ship, and the clamour of the waves.

Overawed by the scene, George retired to his cabin,

and crept into his berth, or bed-place. He wrapped the clothes about his head, to hide himself from the flashes of lightning, and he held his ears, to avoid hearing the thunder. But there was a feeling at his heart that he could not shut out. It whispered of his poor mother, and the folly and wickedness of her son, who had stolen from her roof, and left her to weep in solitude and sorrow. This feeling was far more bitter than fear; and, for a short time, the poor boy forgot the dangers of the storm, in his distress at the thoughts of his mother, and of his own misconduct.

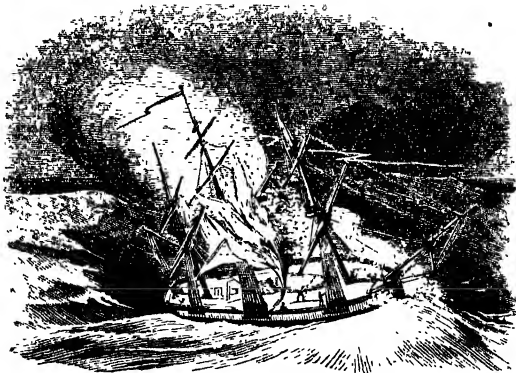
If young people knew but half the sorrows that parents feel when their children go astray, they would be more careful in bringing misery upon them. George, when at school, had learned the commandment, "Honour thy father and thy mother, that thy days may be long in the land which the Lord thy God giveth thee;" but he felt that he had dishonoured the only parent he had, and he believed that his days would be shortened.

At length he was roused from his reflections by a loud noise, and a sudden cry of the men on deck. He sprang from his berth, ran up the companion-way, and, as he came upon the deck, he discovered the occasion of what he had heard. The lightning had struck the vessel, and set it on fire. The flame had already extended itself

nearly over the mainsail, which, at the time, was the only sail spread.

The destruction of the vessel seemed inevitable ; and, for the moment, all on board gave themselves up for lost. But the next instant, a tremendous wave struck the side of the ship, and, passing over it, fell upon the mainsail, and in an instant extinguished the flame !

The remainder of the night was spent in fear and anxiety. The waves repeatedly broke over the vessel,



and several times it seemed that she would inevitably be overwhelmed. But Providence watched over the crew ; and, as the morning came, the tempest began to abate.

When the sun rose, the wind had quite subsided ; but yet the water continued to roll, with a heavy swell, for several hours. This ceased, at length, and the water gradually settled into a state of perfect rest. All around, the ocean seemed like a vast lake, whose surface was not disturbed by a breath of wind. The vessel lay on the water as motionless as a stone on land.

The sailors took advantage of the calm to repair the damage done to the ship during the storm. Again the night came, and the moon shed its beautiful light upon the waves. The cabin-boy, who had now, in some measure, forgotten his sorrow, looked upon the scene with pleasing wonder. The whole ocean beneath the moon appeared like a broad bay of silver. The sailors seemed to forget the peril they had passed. One of them had a violin, on which he played some lively tunes ; some of them danced, some of them sang, and they all seemed to be thoughtless and happy.

The next morning a breeze sprung up, and the vessel proceeded on its voyage.

CHAPTER IX.

CABIN-BOY'S STORY CONTINUED. ABOUT THE COD-FISHERIES.

DESCRIPTION OF THE WHALE-FISHERIES.

IN the course of three or four days the vessel reached the banks of Newfoundland. Newfoundland is an island on the east coast of North America, so that it lies westerly from England. The inhabitants of this cold, woody country (mind I am not speaking of the settlers) are red Indians. You have heard Peter Parley speak of red Indians before. There are a few Micmac and other Indians settled along the shore. The banks of Newfoundland are shallow places in the sea, where the cod-fish come to feed. The fishermen resort to these places, and take great numbers. One of these places is called the Green Bank, and the other the Grand Bank.

When they had reached the Grand Bank, George saw a number of small vessels, the people of which were engaged in fishing. Some of these vessels were from England, some from British North America, and some

What are the banks of Newfoundland?

Describe the cod-fisheries on the banks of Newfoundland?

From what countries do the fishing vessels come?

from the neighbouring United States. Although it was now the month of May, the weather was exceedingly cold, and the fishermen appeared to suffer very much.

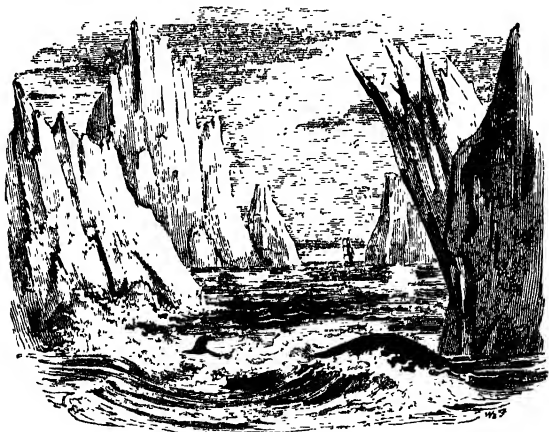
The vessels remain here, a great way from the land, for two or three months. When the weather is tolerably calm, they come to anchor ; but storms and tempests are frequent, and, there being no harbours near, the poor fishermen are then obliged to keep out at sea.

Their life is indeed a very hard one. They suffer very much from cold ; they are often obliged to remain, for many days and nights in succession, without sleep ; and sometimes their vessels are swallowed up by the sea.

In catching cod-fish, the fishermen use hooks and lines. Sometimes a man will catch a great many in a day, and sometimes the whole crew will fish all day without catching any. While part of the men are employed in catching the fish, others are engaged in splitting them open, and salting them down in casks. When the vessel has a load, she either returns to the port from which she sailed, or goes to some other place, where the fish are taken out and dried upon bushes or rocks. They are then packed up, and sent to market.

* What are the hardships which the fishermen undergo ?

As the whale-ship passed along by several of these fishing vessels, George had an opportunity of seeing the men on board. It appeared to him that nothing could be more dreary than their situation. Away from the land, surrounded only by the sea, their little vessels constantly rolling with the swell of the waters, beset by frequent gales, and long separated from their homes, he felt that nothing could be more unpleasant than the life they led.



The whale-ship continued on her voyage, but nothing remarkable happened for some time. At length they

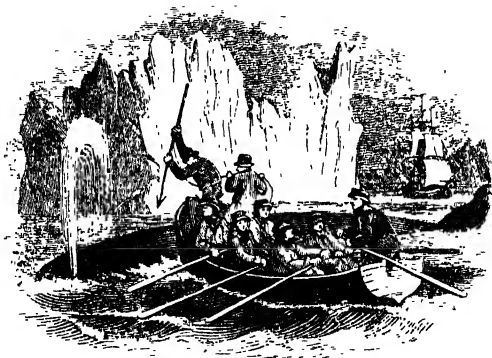
began to approach the seas in the neighbourhood of Greenland. They had already met with several *ice-bergs*, (or ice-islands, as, till lately, they were more commonly called); and, although it was now near the first of June, the air was exceedingly cold. "Ice-berg" means "ice-mountain."

The danger arising from these "ice-bergs" is one of the many that the sailor has to look out for and avoid: many a brave ship with all hands has gone down to the bottom of the sea through striking on an ice-berg; and as their height above the surface of the sea is considerably less than their depth below the surface, it may readily be conceived how dangerous they become: like many things beautiful to look at, they are most dangerous to contend against.

They soon arrived among a great number of ice-islands, which nearly covered the water, and were the cause of much cold. Among these they at length discovered a whale. Immediately a boat was got out, and eight of the men entered it. They then rowed cautiously toward the fish. They could just see its back above the water. As the whale is very quick in hearing and sight, they were obliged to be very careful.

Pretty soon the men in the boat had come close to the whale. At this moment it spouted, that is, it threw

up great jets of its thick breath into the air, from the two holes in its head, which are its nostrils. At the same instant, one of the men, standing in the fore part of the boat, struck a harpoon into its body, just behind its head.



As soon as the whale felt the wound, it plunged beneath the water, making such a whirlpool as it went, as nearly to swallow up the boat. The harpoon stuck fast in the whale's back; a long rope being fastened to it, which the whale drew away with prodigious swiftness. As the rope ran over the edge of the boat, the sailors were obliged to throw water upon the place, to prevent its taking fire by the violent friction.

Thus the whale continued to dart forward in the waters, pulling the rope after it. The boat, also, was pulled along with great rapidity, but the sailors were very careful to keep it straight, and not to let the rope get tangled, lest the boat should be upset. For some time the whale kept under water; but at length it was obliged to come up to the top to breathe. The sailors saw it at a great distance, throwing its breath into the air, in which it was dispersed.* As they approached the spot, they saw that the waves were stained with blood; and by this they knew that the whale was severely wounded, and would soon die.

By-and-by, the fishermen perceived that the rope began to slacken, and at length it was drawn out no more. They pulled the rope, but felt no motion. They then knew that the whale was dead. In about half an hour, the body of the huge creature rose to the top of the water, and lay floating on the surface.†

* In this picture the artist (following the common pictures and accounts) has misrepresented the *smoky* breath of the whale as returning, like a fountain of water, into the sea. But the truth is, that though strongly thrown up, and even with great noise, this breath, or steam, or smoke, afterwards spreads and loses itself in the air.

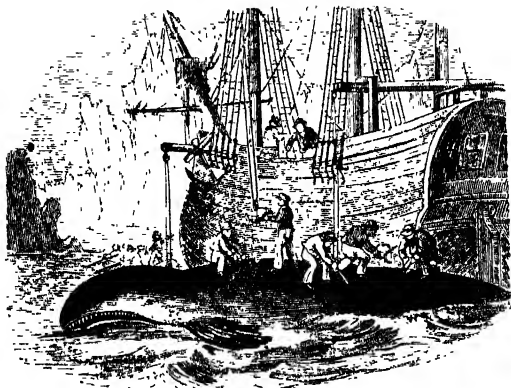
† It is a remarkable fact, in *natural mechanics*, that through the action of the tail (similar to that of a scull in working a boat), a

The whole of this animating scene had been witnessed by our little cabin-boy. As soon as the boat had left the ship, he mounted to the main top, and from that position he saw the whole. Although at first there seemed great danger that the fishermen would be overturned by the whale when it was harpooned, and, afterwards, that the boat would be drawn under water by the rope, still there was something in the scene that delighted our young adventurer. The idea of killing such a tremendous fish excited his imagination; and when he saw it dead, and floating on the water, he could not but wonder at the skill and courage of the fishermen, who had achieved so bold a deed.

The whale was now towed alongside of the ship, and the whole crew fell to cutting it up. Several of the men got upon the side of the whale, having sharp irons in their shoes to prevent their slipping off. They cut off the fat part or blubber (which lies between the skin and the lean parts or muscles), in pieces about three feet thick, and eight inches long. These pieces were drawn up the sides of the vessel by a windlass. They were then put into tubs, in the hold of the ship.

dead whale will often, while let loose for a time by the whalers, work its way at sea with surprising swiftness, and this even against a headwind.

After the fat was all taken off, they cut out what is called the whale-bone, with an axe. This consists of a



great many thin layers, three or four yards in length, and adhering to the upper jaw. I suppose you have often seen whale-bone. After it is cut into small rods, it is used for the frames of umbrellas, for whip-handles, and many other purposes.

After all was done, the immense carcass of the whale was left floating upon the sea; and the vessel pursued its way in search of more fish.

CHAPTER X.

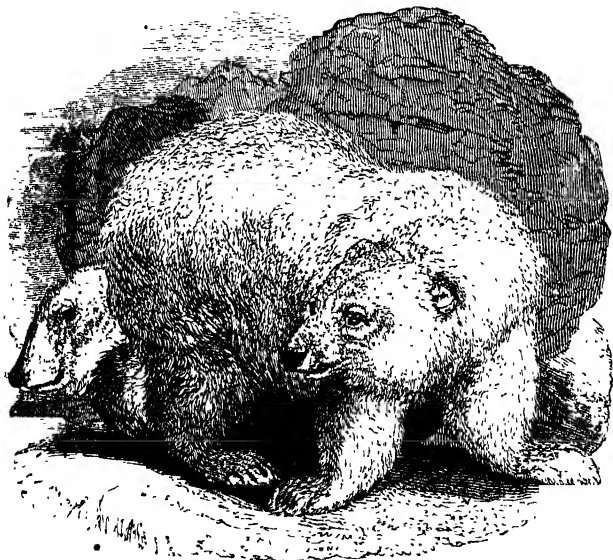
THE FISHERMEN MEET WITH MORE WHALES. THEY KILL A YOUNG WHALE, AND AFTERWARDS KILL THE OLD ONE. ADVENTURE WITH A WHITE BEAR. DESCRIPTION OF THE GREENLANDERS. HOW A GREENLANDER KILLED A SEAL.

A FEW days after this, the fishermen found another whale. They approached it, and plunged the harpoon into it; but it entered the soft and fleshy part of the fish, and did not hold fast; consequently, the whale escaped. The next day they saw several others; but when the boatmen attempted to get near them, they suddenly disappeared below the surface of the water.

After sailing about amid the ice for some time, the fishermen at length discovered a young whale. This they soon harpooned and killed. The old one appeared to be in the greatest distress: losing her fear in anxiety for her young one, she came so close to the boat, that one of the men plunged a harpoon into her side.

The whale then darted down into the water, drawing the rope after it. The fishermen followed, as before, and in a few hours the whale was dead. The blubber was then taken off, and stowed away in the hold.

Some time now passed, and nothing remarkable happened; but, one day, being at no great distance from shore, the crew saw a white bear upon the ice. Some of the men left the vessel, and, taking with them guns, harpoons, and two dogs that were on board the ship, they went towards the bear.



POLAR BEAR.

The creature was busily engaged in feeding upon the carcase of a whale, that had been left by the fishermen. It was making a very hearty meal, and did not seem disposed to leave it. But when the men and dogs drew near, it ran toward the land. Several shots were fired, and at length one of them hit it, which, however, did not stop its progress.

At length it reached the shore ; and, the dogs being very near, it turned suddenly round, caught one of them, and crushed it to death with its fore paw. By this time



the men came up. One of them thrust a harpoon towards him. This the animal seized in his mouth. At the same

moment one of the men shot it in the head, and it fell dead upon the spot.

This creature was of prodigious size : it weighed at least six or seven hundred pounds ; and, when sitting upon its haunches, it had been a good deal taller than a man.

After this adventure, the whale-ship continued along the coast for some time. The fishermen frequently saw some of the Greenlanders, or people of that part of North America which is called Greenland ; and, one day, the captain of the vessel paid a visit to their huts. These were built of stone and turf, and were partly under ground.

• The people were very short, and extremely ugly. They seemed to be far from neat, or clean, in their habits ; and the stench of putrid fish in their houses was such as to make the captain sick.

I have often thought, that if young people who are dainty in their appetites could only see with what a relish the inhabitants of this part of the world eat tainted fish, it would make them ashamed of turning up their noses, as they sometimes do, at plain, wholesome food, that is not quite to their taste.

The Greenlanders subsist almost entirely upon seals. They are very expert in catching these animals. It is the

greatest pride of a Greenlander to be a good seal-catcher. One day, as the ship was lying near the coast, the fishermen had a good opportunity of seeing a Greenlander engaged in his favourite occupation.

It was a stormy day, and the waves were running very high. There were, also, several tremendous ice-islands in the vicinity. But, fearless of danger, the Greenlander came out upon the water, and waited patiently for a seal to appear. His canoe was very light, and covered over



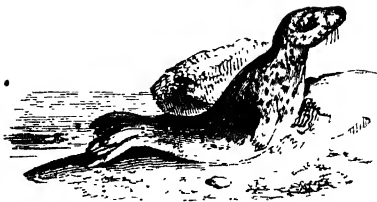
the top with skins. In the centre was a hole, through which he sat in the bottom of the boat.

He held in his right hand a light harpoon, to which a string was attached. At the end of this string was a seal-skin bag, blown up like a bladder. After sitting in his canoe for some time, where he was tossed and whirled about like a piece of cork, a seal lifted its head above the water, close to his canoe.

In an instant, the fisherman drew back his harpoon, and then hurled it at the seal with great skill and swiftness. It entered the flesh of the animal, which immediately plunged into the water, carrying with it the harpoon, the string, and the bladder attached to it. These were all drawn under water by the seal, and for some time they were out of view.

By-and-by, the Greenlander saw the bladder rise on the water, at some distance. He immediately paddled his canoe along to the spot, knowing that the seal was coming up there to breathe. As the animal appeared on the surface, he struck him with another harpoon. The creature descended a little way into the water; but it was now exhausted; and in a few minutes it rose on the surface, being quite dead. The Greenlander then fastened it, with a string, to the end of his canoe, and paddled with it to the shore.

How do the Greenlanders catch seals?

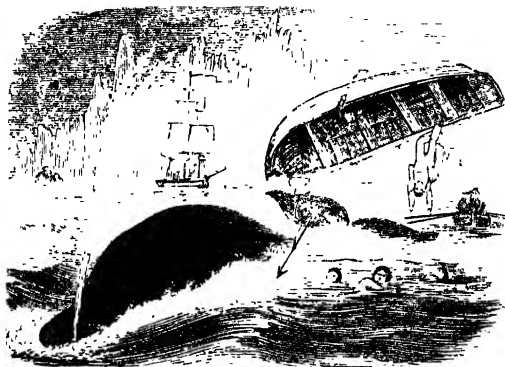


CHAPTER XI.

STORY OF THE CABIN-BOY CONTINUED. DANGEROUS ACCIDENT. CAPTURE OF THE WHALE-SHIP. SHE IS TAKEN TO FRANCE, WHERE THE CREW REMAIN FOR TWO YEARS. GEORGE GORDON AT LENGTH RETURNS TO HIS HOME. THE MELANCHOLY FATE OF HIS MOTHER. END OF THE CABIN-BOY'S STORY.

AFTER this, the whale-ship left that coast, and went still further in search of whales. One day, the sailors saw one of these creatures apparently asleep on the water. They approached it very cautiously, and one of the men struck the harpoon into its side. The fish immediately lifted its tail out of the water, and then brought it down again with the utmost violence.

In descending, it struck the end of the boat, in which there were three or four men. Such was the force of the blow, that the boat was thrown at least twenty feet into the air, and it came down bottom upward. The men



were all thrown out, except one, who went up with the boat, and when it came down, was caught under it. They would all have been drowned, had not another boat come immediately to their assistance.

I dare say you fancy that you can see the boat in the air, and the poor fishermen thrown in different ways amid the billows.

I can hardly tell you all that happened to the whale-

ship in these northern seas. After staying there three or four months, and obtaining a large quantity of blubber, the captain turned her bows homeward.

Our cabin-boy had been greatly delighted with all he had seen ; but, now that he was about to return home, the thoughts of his mother crowded upon his mind. Although he knew that he deserved her reproaches, yet he was anxious to see her ; he longed to confess his fault, to obtain her forgiveness, and in some way to atone for the pain he had given her.

For a considerable time, in sailing back, the vessel experienced head-winds, which obliged her to run off her course, for a great distance. But at length they came within a few hundred miles of port. The sailors were all looking forward to the pleasure of soon being on the land, and George was indulging the hope of speedily seeing his mother, when an event occurred which turned all their bright expectations into disappointment.

Whether we are on the sea, or the land, we ought ever to be prepared for trials ; they come upon us often when we least expect them. Peter Parley has found this to be the case, with a sorrowful heart. To go forward with resolution, and to look upward for protection, is the best advice I can give you.

They were sailing along with a fair wind, when they

perceived a large ship coming toward them. The captain soon discovered that this was a French man-of-war. He felt no alarm, however, for he supposed that the captain only wished to *speak him*. To speak a captain or a vessel, is to come near to the latter, and talk to those on board.

But when the French ship came near, she fired a gun, the shot of which passed through the rigging of the whale-ship, and went cutting along the water to a great distance. The captain of the man-of-war then ordered the captain of the whale-ship to pull down his flag.

This led to some explanation, and the captain of the whale-ship learned, to his astonishment, that war between France and England had been declared in his absence. He made, therefore, no resistance, but gave up his vessel to the French captain.

The whale-ship being taken possession of by the Frenchmen, was immediately sailed toward the coast of France, having on board all the English crew, and George Gordon among the rest. I cannot tell you the whole of their story. It is sufficient to say, that they were all taken to France, and that there they remained, unable to get back to their own country, for more than

two years. But at length they all returned but one, who died in France.

After an absence of three years, our cabin-boy reached the sea-port near his home. He had not heard a word from his mother since his departure. Full of anxiety, he immediately set out to see her. It was evening when he reached the house where his mother used to live.

With a beating heart he approached the door, and discovered that there was no light within. He knocked, but no answer was returned. He put his hand against the door, and it fell to the ground from decay. He looked into the house, and it was all in ruins. The roof had partly fallen in, the plastering was broken, and the chimney was thrown down.

In an agony of distress, he went to a neighbour's house, and inquired for his mother. The people stared in his face, and it was long before they could recognise him. When they discovered that it was George Gordon, an old man offered to take him to his mother. They set out together, and in a short time they arrived at the village poor-house.

There, on a pauper's bed, lay the mother of the cabin-boy. She was evidently very near her end. Distress, anxiety, and mourning on account of her boy, had wasted her strength, until at length she was unable to

procure her subsistence by her industry. For a time she was supported by the charity of the neighbours; but, finally, she was obliged to accept of maintenance from the parish. She was taken to the poor-house, and there, for several months, she had lingered out the remainder of a sad existence.

At the moment her son arrived, she appeared to have closed her eyes for ever. When he spoke to her, she opened them for a short time. She looked in his face, and she evidently knew him; but her lips were sealed, and she could not speak. Yet there was a smile on her countenance, and a gentleness in her manner, which seemed to say, "My dear boy, I forgive you all." She then closed her eyes, and her heart ceased to beat. She was dead.

I need not tell my little reader of the sufferings of George Gordon. He saw that his misconduct had occasioned the death of a kind and loving parent. He was now alone in the world, with the bitter reflection, that disobedience had rendered him so. For a long time he would not be comforted; but he looked to Heaven for forgiveness, and resolved that, in future, he would fear God, and keep His commandments, walking only in the path of duty. A happier feeling followed this repentance, and he afterwards became (though, as to his mother, much too late!) less wild and inconsiderate.

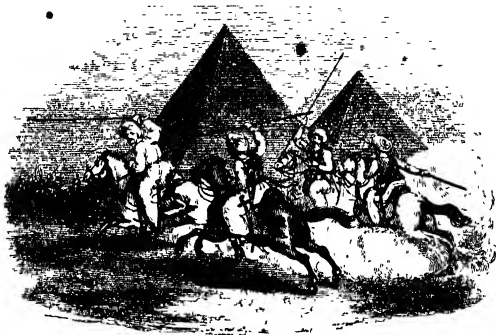
CHAPTER XII.

STORY OF LEO AND THE PIRATES.

HAVING finished my story of the cabin-boy, I will now tell you another story. I suppose you recollect Leo, the Italian robber, of whom I have told you in my Tales about Europe and Africa. There is something in a bold, daring disposition that we cannot help liking, and this sometimes leads us to think less of the crimes of pirates and robbers, than we otherwise should do; but an act of injustice, dishonesty, and cruelty is the same, whether it be done by the timid, or the bold. Peter Parley, perhaps, liked Leo more than he ought to have done. The last time I saw him was at Derne, a town and port upon the shores of the Mediterranean Sea. When I set out for Malta I parted with him, and never saw him again; but I have been able to collect the adventures through which he afterwards passed, and these I am now going to relate.

Soon after I departed from Derne, Leo returned to Egypt, and again joined the Mamelukes. I have before described those remarkable troops. They were the most expert horsemen, perhaps, in the world. They used to perform various exercises with the spear; in these Leo

surpassed them all. He was indeed a man of wonderful activity, and seemed to excel in everything that required quickness and dexterity. Withal he was a man of undaunted courage, and never shrunk, through fear, from any undertaking which his interests suggested.



But not long after Leo's return to Egypt, the Pacha expelled these Mamelukes from the country. Some of them went to Turkey, some to the interior of Africa, and others distributed themselves throughout various parts of Europe and Asia.

Leo, who had always a fancy for the sea, went to Tunis, and there, for near two years, was engaged in

some piratical expeditions against the vessels belonging to Christian nations. Many a ship's crew was butchered, and many a gallant ship went down with her colours flying, to the bottom of the salt sea. In this way he amassed a large sum of money. He was about to leave the country, and take it with him, when he privately learned that the Pacha, in order to get his property, was preparing to have him assassinated. He therefore suddenly left Tunis, and went to Spain. Being destitute of money, he entered, as a common sailor, on board a ship bound for Mexico. Thus he obtained no advantage from his guilty riches.

It is said that ill-gotten gain does not spend well. Had Leo applied himself to some honest calling, he might have got on in the world; but, as it was, he was not a whit the richer for all the plunder he had obtained with so much guilt.

The ship set sail in a few days. No sooner was she at sea, than Leo proposed to some of the sailors to mutiny against the captain, and take possession of the ship. He soon brought most of them into the scheme; and it was agreed that the first favourable opportunity should be embraced for carrying it into effect. But the vessel arrived in the vicinity of the West Indies before it was thought expedient to undertake the execution of the plot.

One day, the ship coming near some rocky islands, the people saw, on one of them, several large sea-turtles. In the evening, a boat was fitted out, and some of the men went on shore to catch them. There was a great abundance of them here, and the boat was soon loaded, for when the turtles are once turned over on their backs, no exertion they can make can help them, as it is impossible they can ever turn themselves over again. So you see where they are abundant it does not take long to get a boat-load.



Leo remained on board the ship ; and it was his intention, while the men were on shore, to take possession of

the vessel, by the aid of several sailors who had remained with him. But the captain had been apprised of the scheme ; and, while the men were absent, Leo was seized : his hands were bound, and, after the boat returned to the ship, he was sent on shore, and there he was left, as indeed he deserved to be.

It will be seen, through the whole course of life, that a bad man is sure to meet with trouble unexpectedly. He may prosper for a time, but his sin is sure to find him out ; it was so with Leo, and so it will be with all who live a life of villany.

The vessel soon sailed, and Leo remained alone on the island. When he was carried there it was night. He had no shelter, and he could find nothing to make a bed of. So he sat down upon one of the rocks, and there he remained till morning.

When the sun rose, he began to look around, and take a survey of his condition. The island was a mere mass of rocks and sand-banks, of scarce half a mile in circuit. There were no trees, and only a few plants growing upon it. There was no human habitation there, and no living things frequented the spot, except birds, and the sea-turtles that occasionally came on shore.

The captain had left nothing for Leo to eat, nor to shelter himself with ; nor had he provided him with any

instrument or weapon by means of which he might hope to obtain subsistence.

But Leo was a stout-hearted man, and felt no fear. When he was hungry, he caught one of the sea-turtles, and, by throwing it down forcibly on the rocks, broke the shell, and obtained some of the meat. He then rubbed two little sticks together, and set some dry sea-weed on fire. With this he cooked a part of the turtle, and made a very good meal. He then went round the island; and, while he was clambering among the rocks, he found abundance of sea-birds' eggs, some of which he ate.

At length he came to a place where the rocks were heaped up very high. By-and-by, he perceived a hole in the rocks, close down to the edge of the water. He had the curiosity to enter this hole; and there he discovered a large cavern. The mouth of the cavern was so low, that he was obliged to crawl in on his hands and knees; but, when he got in, he stood upright, and found the place of considerable extent.

On going to one side of the cave, he found an entrance to another cave, still further in. This he entered; and, by a little light that shone through a crevice in the rocks above, he perceived that it was larger than the former one. By degrees his eyes became accustomed to the twilight of the cave, so that he could discern objects more

clearly than at first; and then, to his great surprise, he saw a number of muskets, pistols, and arms of various kinds hung up against the rock. In one place he found twenty small bags full of gold coin. There was also a box, which was full of gold and silver plate, of great value.

Leo, at first, could hardly believe his senses. He imagined, for a moment, that he must be dreaming, and that the cave, and the heaps of silver and gold, were all the creations of his fancy. But he soon satisfied himself that it was reality; and he had no great difficulty in accounting for all that he saw. He saw that, by chance, he had discovered the retreat of some pirates, who made this secret spot in the rocks the store-house of their plunder.

Leo immediately began to reflect upon what it was best for him to do. After revolving various schemes in his mind, he determined to join the pirates, the first opportunity, and become one of their number. He supposed they would soon come to the spot; and then he determined to make himself known to them.

As he well knew the character of these desperate men, he feared that, in the first moment of discovery, before he had time to disclose his views, he should be shot, or hewed in pieces with their cutlasses. To prevent this was a

matter which required some ingenuity, as well as great firmness.

He resolved to arm himself well, and remain in the cave till the pirates should assemble there. He then got a large cask of powder, put the muzzle of a loaded musket into it, and placed it near the spot where he intended to stand. His determination was, to ignite the whole keg of powder, and destroy every individual in the cave, rather than suffer the pirates to do him any personal injury. You will judge by this what sort of a man Leo was : he acted in the same way in all his desperate undertakings.

Having made his preparations, he lay down to sleep, supposing that the pirates would not come till night. At night he sat down upon a rock, near the mouth of the cave, expecting ere long to see a boat or vessel approach the island. But he was disappointed. The moon, however, shone so brightly, that it seemed almost like day. The weather was warm and delightful, and the water was as tranquil and peaceful as if all the winds were asleep.

Morning at length came ; and another day and another night passed away, and the expected pirates did not come. Still Leo felt no impatience ; he knew that they would appear soon or late, and he was of such a determined temper, that, under all circumstances, he submitted to events without uneasiness or anxiety.

A fortnight had now gone by, since Leo's arrival, and not a vessel had been seen to approach the island. The weather had been uncommonly fine, and the moon had shone with a beauty and splendour even superior to what Leo had ever seen in Italy. But one night, as the sun went down, there were symptoms of a coming tempest. There was now no moon, and, as the clouds gathered over the sky, the darkness became intense. The wind soon began to blow, and the rain fell in torrents.

Lifted in vast waves by the hurricane, the sea now burst upon the rocks with awful violence. The sheets of water were carried entirely across the island, reaching over the highest rocks, and wrapping the whole in a sheet of foam.

• Leo continued, however, to sit on the rock, at the mouth of the cave, which, from its situation, was sheltered, in some measure, from the surf. He thought it probable that the pirates would select this occasion to visit the cave; nor was he disappointed. About midnight, a single flash of lightning broke through the gloom, and displayed to his view the wide ocean, agitated by the tempest. Between the billows, at a considerable distance, he distinctly saw the masts of a schooner, coming toward the island.

Several flashes of lightning followed in rapid succes-

sion, and such thunder as Leo had never heard before. The wind, too, blew with a force that surpassed all that he had ever felt. The whole ocean was covered with foam ; and the incessant lightning threw over the scene an aspect of the most terrific grandeur. .

But, amid this war of nature, Leo, still intent upon the object that engaged his thoughts, sat calmly on the rock every moment expecting to see the vessel approach the shore. In a short time, he saw a large boat, with about a dozen men in it, lifted upon the top of a wave, and then sink instantly again from his view. It was very near to the shore ; and he knew the men in it would land in a few minutes.

He now crept hastily into the inner cave, set the keg of powder before him, and, placing his body behind an angle in the rock, stood waiting coolly for the appearance of the pirates.

What a situation to be in ! Who would have done this besides Leo ?

In about half an hour he heard voices, and very soon about a dozen men entered the inner cave. They immediately lighted a lamp, and pretty soon all but two sat down near the centre of the apartment.

Leo, himself unobserved, had a good opportunity of studying the countenances of the men. The light of the

lamp shone full on their faces, and displayed their harsh and weather-beaten features fully to his view. Two of the men he recognised as his old associates in the mountains of Italy. Three of them he discovered to be Spaniards, one an Englishman, two Americans, and two Frenchmen. Of the rest he could form no opinion.

The leader of the gang particularly attracted his observation. He was a small man, with black curly hair, black sparkling eyes, and small but regular and handsome features. His hands and feet were remarkably small, and his dress exhibited some gentlemanly taste and elegance. The others had all an appearance of vulgarity, mingled with traits of savage ferocity and brutal courage.

In a little while they were all seated on the ground, in the centre of the cave, and began to eat some victuals, which they had brought with them. At this moment, by a slight motion, Leo struck one of his pistols against the side of the rock. The sound was distinctly heard by every one of the pirates. Before the other men had time to get up, the leader, with inconceivable quickness, had sprung to his feet, drawn his pistol from his side, and presented it in the direction whence the sound proceeded.

A life of peril, and of desperate adventures, makes a man prompt to attack another and defend himself in the greatest extremities. The bravery of this captain of the

pirates was worthy of a better cause than that in which he usually engaged.

Leo attempted no longer to conceal himself. He stepped a little forward, and spoke in a voice of thunder—"Stop! listen to me! you see this open keg of powder. I have my hand on the trigger of this musket; if one of



you stirs a muscle, every individual here shall that moment perish. I have but a word to say—I am Leo of the Alps. Receive me among your fraternity, and I am content. Refuse, and your flesh and bones shall instantly be all that is left of you within these walls!"

The leader of the pirates betrayed no symptom of fear or astonishment. Holding his pistol aimed at the heart of Leo, he waited till he had uttered the preceding words. He then threw his pistol on the ground, and walked up to him, offering him his hand. "I am glad to see you," said he; "I have heard your name; and there are two men here, who have done ample justice to your renown as a Robber. I hope you will make as good a Rover."

Leo was now heartily received by the pirates. They had all heard of him; and each felt himself stronger, now that one so formidable was added to their number.

These pirates, of whom Leo was now one, were once all children, like yourselves. They were then innocent and happy; but they had gradually become wicked; and here let me give a word of kindly advice to my young friends. None of these men became pirates and murderers all at once—they fell gradually, step by step, into crime; therefore guard against the *first* departure from virtue.

CHAPTER XIII.

LEO'S STORY CONTINUED.



HE leader of the pirates, whose name was Antonio, now took Leo aside, and told him his story, and that of the men who were associated with him. He gave him an account of the manner in which the gold and silver in the cave had been obtained.

After this Leo informed Antonio how he came to be on the island. The latter then communicated his future plans to Leo. He said that there was at Havannah a large English vessel, having on board a great sum of money. He expected that she would sail in a few days. It was his intention to lie in wait for her, and take her, if possible. Leo approved of the scheme; and, after some

further conversation, he and Antonio sat down with the rest of the pirates, and partook of the food.

Antonio, having deposited in the cave a considerable sum of money, the whole company departed, and entered the boat. The storm was still raging; but these men were skilful and fearless, and they set forth upon the waves. After rowing for a considerable time, they came in sight of the schooner, which was lying-to for them.

With some difficulty they all got on board. Leo, who was himself an expert seaman, was astonished at the skill of the men, in managing their boat and their vessel. An ordinary ship would have been entirely at the mercy of the sea, in a gale like that which was then blowing. But the pirates seemed to be as much at home as if they were on shore. Their little schooner was perfectly under their command; and she hovered as lightly over the foaming waters, as if she had been a sea-gull.

You who have never been at sea can have but little notion of the joy that a sailor feels, when all is right and tight, and the vessel skims along like an arrow over the deep.

I cannot give you all the details respecting these desperate men. After sailing backward and forward for about a fortnight, they at length saw the English ship which Antonio said he had expected. They immediately

gave chase ; and, although the captain of the merchant ship greatly exerted himself to escape, yet, in less than two hours, the little schooner was close alongside of him.

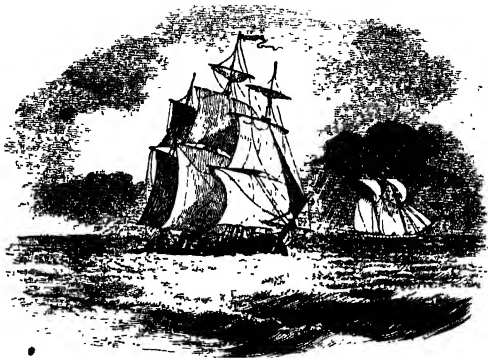
There were about fifty of the pirates ; they were all armed with pistols and cutlasses, and many of them had pikes. On board the merchant ship there were about twenty men. They had determined to resist, but all was in vain. The pirates rushed on board ; and, after a short struggle, the captain and his men were overpowered, and the ship was taken.

Antonio now commanded the captain to surrender his money. This consisted of near a hundred thousand Spanish dollars, in silver and gold. It was all taken on board the schooner, with several other articles. Antonio then drew Leo aside, and they had a short conversation together.

When this was done, some of the pirates were commanded by Antonio to scuttle the ship. This was performed by boring several large holes in the bottom. The water began to rush in with the greatest violence, and it was obvious the vessel would sink in a short time. The pirates then got on board the schooner, leaving the ship and the English sailors, with the captain, to their fate.

The schooner now got under weigh. The English captain saw that no human arm could avert the death

which awaited him and his men. The pirates had taken care to destroy the boat, and nothing was left for them



but to perish. The vessel gradually sank in the water. The men climbed up the masts, as the hull descended ; but this only lengthened the period of existence for a few moments. The masts were soon drawn down ; and the seamen, after a few struggles to keep on the surface of the water, gradually lost their strength, and sank down into the bosom of the sea.

The schemes of the pirates had now succeeded to their utmost wishes. In the moment of success they felt no remorse for the cruelty they had committed. But

actions like these are never done in secret. There is no island so secluded, no portion of the sea so remote, as to escape the watchful observance of God. A wicked action, committed on the lonely waters, though unwitnessed by any human eye, is yet done in the open view of heaven.

But the pirates thought not of these things. Yet their end was fast approaching. In about six hours after they left the ship, another vessel came in view. This, also, was an English vessel, but it was a man-of-war. Antonio, with his spy-glass, looked at the vessel, and immediately knew its character. He commanded the schooner, therefore, to be *put about*, (that is, to change her course,) and to make all possible speed. Every sail was hoisted, and other sails, not commonly used, were also spread.

But the commander of the English ship had discovered the piratical schooner; and, spreading all his sails, he gave chase. There was a brisk wind, and the two vessels flew through the water with great swiftness. For a considerable time they seemed to keep about the same distance from each other; but at length Antonio observed that the English ship was gradually gaining upon them.

He used every device he was master of, to increase the speed of the schooner; but the English captain was equally vigilant. For fourteen hours he continued the

chase. It was now midnight; but the moon was shining with uncommon brightness. He was within a short distance of the schooner; and he ordered one of the most expert gunners to take a careful aim, and discharge one of the cannon at the pirate vessel.

This was done; and the ball cut away one of the masts of the schooner. This instantly interrupted her progress. Antonio, finding it impossible to escape by flight, declared his intention of waiting till the vessel came near. He then determined, with his men, to make the best and bravest resistance in their power. The ship now came alongside the schooner, and discharged several cannon. The balls entered the hull of the schooner, near the water, and she immediately began to fill; but, still undaunted, the pirates returned the fire of the ship, and refused to surrender.

For several minutes, the two vessels were engaged in close conflict. They came side by side; and the pirates, with invincible bravery, attempted to ascend the side of the ship, and carry it by assault. Four times they were driven back. They seized upon the bayonets of the English sailors with their hands; and, with a fury only equalled by the lion or the tiger, they rushed again and again upon their foes. But, at length, nearly half of them were killed, and the remainder finally driven back. The

schooner had now sunk to the water's edge. Leo and Antonio, however, stood upon the deck; and, although wounded in twenty places, they bade defiance to the conquerors. While the shout was yet on their lips, their vessel went down, with a sudden plunge. Only Antonio, a hideous spectacle, was picked out of the water by the English; and, during the few days which he survived, related this part of the history of Leo. Thus, with hands dyed in blood, and their souls stained with murder, they entered into the presence of God!

This is a painful story; and I tell it to you with sorrow. Leo had many good qualities; he was brave, patient, and enterprising. He was, also, grateful. I once saved his life, and he twice saved mine. But all this only shows that a very bad man may have some good traits of character. I have told you his story, that you may see the common end of a life of crime; it leads to a frightful death.

My dear little friends, let me tell you, that the true way to be happy is to be good. If you ever do wrong, be assured the time will come, soon or late, when you will have reason to lament it. Listen, therefore, to your old friend Peter Parley. Always speak the truth; obey your parents; shun bad company; and pray God to keep you from all evil ways!

CHAPTER XIV.

ABOUT THE PACIFIC OCEAN.

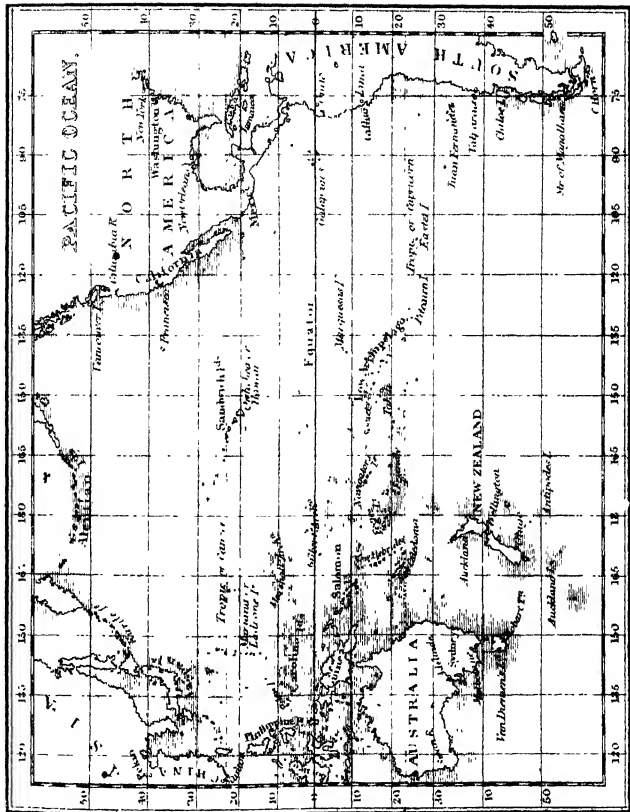
I WILL now say a little about the islands in the Pacific Ocean ; I may as well do so now, as at any other time.

The Pacific Ocean is the largest on the globe, and there are a multitude of islands scattered throughout its surface. Many of these are exceedingly beautiful, and they are all interesting. Some of them enjoy a climate of perpetual summer, always refreshed by soft sea breezes. Some of them abound in beautiful flowers, and the most delicious fruits. Some of them are crowned with volcanic mountains, which pour from their tops volumes of smoke and flame. Some of them are inhabited by tribes of a mild and gentle character ; others by people who are marked by the wildest and fiercest traits of savage life. .

Among regions distinguished by such variety, it would not be difficult for any one to find amusement. It often happens, however, that where you have many things that you like, something is wanting which you cannot get. Some of the fairest spots of the earth are inhabited by

Which is the largest ocean on the globe ?

Give a general description of the islands in the Pacific Ocean.



savage tribes ; so that though you have fruits and flowers, and beautiful birds, and mountains, and rivers, you have no Christian people to speak to, and none of those comforts that we are here accustomed to. I have too often found this to be the case.

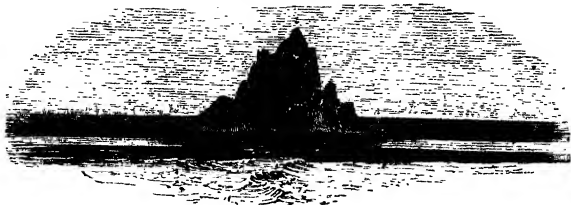
If you were to start from the city of Washington, and travel westward over the rivers, and hills and mountains, and valleys, for many months—after passing by many tribes of Indians, and through a vast wilderness, where there are no towns, no churches, or places of Christian worship, and no white men you would come at length to the sea. This is the Pacific Ocean : it lies between Asia and America, and is south-west from England. At the Equator, where it is widest, it is ten thousand miles across, and has a computed area of seventy millions of square miles, which is more than all the dry land on the globe.

The first explorers of the wild and desolate route across the continent of America to the borders of the Pacific, of whom we have any record, were a party conducted by Lewis and Clark. These men were absent nearly two years ; and, for a time, were considered dead by their countrymen : they, however, returned in safety. They met with many difficulties, and suffered great hardships ; but they reached the Pacific Ocean, and spent one

winter upon the shore, in log houses which they built there.

Whether ships going to the Pacific start from Boston, New York, or from England, they sail far to the south. They go several thousand miles until they reach Cape Horn, which is the southern point of the American continent. They sail around this Cape, and enter the Pacific Ocean.

You will enjoy the stories I am going to tell you much better, if you understand the situation of the islands in the Pacific Ocean.



CHAPTER XV.

PARLEY'S VOYAGE TO THE PACIFIC OCEAN. DESCRIPTION OF
RIO JANEIRO. ACCOUNT OF THE PATAGONIANS.



FTEN have I determined never again to go to sea, but after remaining a little on land, I have become weary and restless again.

I have entered a ship and ploughed my way through the waves. But let me go on with my account.

I was offered the situation of first mate on board a vessel called the *Beaver*, of Boston, which was going to the Pacific Ocean on a trading voyage. This offer I accepted, and, in the fall of the year, we sailed from Boston. The Captain of the vessel was named Richard Coffin, and my old friend James

Jenkins was second mate. We proceeded to the south, passed the West Indies, and sailed along the coast of South America. We stopped at the city of Rio Janeiro a few days, to obtain provisions and fresh water. This I found to be a very large city. It is the capital of Brazil, nearly as large as New York, and about the size of Birmingham, in England. The Emperor of Brazil resides at this place.

Ships that leave Rio Janeiro, and continue to sail along the coast of South America, come to the country called Patagonia. This is a cold region, and the inhabitants are said to be very large in stature.

They go dressed in skins, and live in huts made also of skins, and sometimes of branches of trees.

To the eastward of Patagonia is a group of islands called the Falkland Isles. They were once inhabited by some English settlers; but they are now entirely deserted. Sometimes people go to catch seals. In 1764, Commodore Byron went to these islands with some English ships. Byron sailed all round the world, and this voyage occupied him almost two years.

What does Parley say of Rio Janeiro? Where is Patagonia? What does Parley say of Patagonia? What of the people of Patagonia? Where are the Falkland Islands? What can you tell of the Falkland Islands?

One day while on shore he was unexpectedly attacked by a sea-lion, a large kind of seal, and saved himself with great difficulty. The people had many battles with



these animals, and sometimes six men were employed in killing one of them. A mastiff dog, belonging to the Commodore, was almost torn in pieces by a single bite of one of these monsters.

CHAPTER XVI.

ABOUT THE STRAITS OF MAGELLAN. PARLEY MEETS WITH STORMS OF WIND AND SNOW. OBSERVATIONS UPON THE NORTH AND SOUTH POLE. ISLANDS COVERED WITH ICE AND SNOW. THE PACIFIC OCEAN, AND THE ISLAND OF JUAN FERNANDEZ.



At the extremity of South America there is a large island, called Terra del Fuego. Between this island and Patagonia is a narrow sea called the Straits of Magellan. These straits were discovered by Magellan, a Spanish navigator, about three hundred years ago. This I have told you before. He passed through these straits, and entered the Pacific Ocean. He was the first European navigator that ever sailed upon that mighty sea. To sail where

others have sailed is not so difficult an undertaking as to go to any place for the first time ; in the latter case you are exposed to continual danger, not knowing what you may have to contend with, by sea and land. Want of water and provisions, savage people on shore, and unknown rocks under water, are only a part of what is to be feared. •

It used to be the practice for vessels bound to the Pacific Ocean to pass through the Straits of Magellan. But the navigation being difficult and dangerous, vessels now go round the southern point of the island of Terra del Fuego, called Cape Horn.

I suppose you know that in the southern parts of the world it is summer, when it is winter in the northern parts. When it is winter in the United States and in England, it is summer at Patagonia and Terra del Fuego.

We all know that in Greenland and other countries toward the north pole, the weather is always cold, and that ice covers the land throughout winter and summer. But perhaps you may not have been told that it is quite as cold toward the south, as toward the north pole. A

Who was the first European navigator that sailed upon the Pacific ?

What does Parley say of summer and winter ? What does Parley say of the north and south pole ?

little to the south-east of Cape Horn there are islands in the sea which are always buried in masses of snow and ice. No trees can grow there, no animals except seals, which come from the ocean, are found on these dreary places, and no land bird but the lark dwells there. It seems strange that this cheerful bird, which in our country chooses the blooming meadow for his home, and flies away to some warmer region when the winter approaches, should make his abode in these cold and lonely islands.

On passing round Cape Horn, entering the Pacific Ocean, and stretching to the northward along the coast of South America, we soon come in sight of the island of Juan Fernandez. I have a very interesting story to tell you about this island.

What does Parley say of the islands south-east of Cape Horn?

What about the lark?

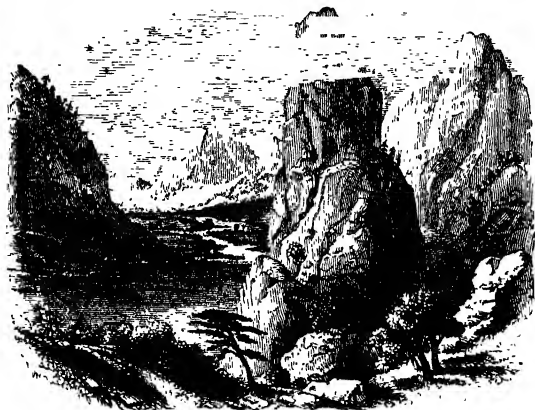
Where is the island of Juan Fernandez?

CHAPTER XVII.

DESCRIPTION OF THE ISLAND OF JUAN FERNANDEZ.

STORY OF ALEXANDER SELKIRK.

THE island of Juan Fernandez is not very large, but it is very beautiful. It is diversified with hills and valleys,



and it abounds with trees, many of which produce rich fruits. The climate is delightful, it being at all seasons

Describe the island of Juan Fernandez.

like a continued spring. Throughout the year the land is covered with verdure, and fragrant flowers, of every form and colour, in their proper seasons adorn the landscape.

Many years ago, a Spaniard of the name of Juan Fernandez settled in this charming island. There were several families with him, and here he resided for some time. But at length, he and his companions removed to Chili, on the coast of South America, and from that time the island was uninhabited. It, however, took the name of its former proprietor, and was often visited, as it continues to be at this day, by ships for refreshments.

In the year 1705 an English captain came to get food and water for his men. Among other sailors, he had one of the name of Alexander Selkirk, who was a native of Largo in Scotland. This man did something to displease the captain, and he threatened to leave him on the island. Selkirk at first thought he should be willing to stay, but he changed his mind when he saw his companions about to depart. He then begged the captain to let him go on board the vessel; but this was refused and the ship sailed away, leaving poor Selkirk alone on the island.

Of what place was Alexander Selkirk a native? Why was he left upon the island of Juan Fernandez? In what year was it that he was left there?

It is pleasant enough to read, or to hear of the adventures of a man left on an island by himself ; but few things in the world can be worse than to go through them in reality.

At first he was overwhelmed with grief. He was alone, on an island in the midst of the ocean. He was far away



from his home, far from his country, with no friend, no human being to speak to. He sat down upon the ground and wept like a child.

Will you tell the story of Selkirk while he was upon the island of Juan Fernandez ?

For a long time he gave himself up to despair. When night came he had no shelter, and the feeling of desolation pressed still more heavily upon his heart. He lay down in the open air, but he could not sleep. He could see nothing around him but the gloomy forests, he could hear nothing but the moan of the sea, and bleating of the wild goats upon the hills. No cheerful lights glimmered from any human habitation, no human voice mingled with the sounds that met his ear. All was desolate and wild, and assured him that he was indeed alone.

After spending a restless night, the morning came, and Selkirk now felt it necessary to set about obtaining some food. The captain had left him his clothes, a bed, some tobacco, a gun, a little powder, and some bullets; besides these, he had also a hatchet, a kettle, and a knife.



He took his gun and went in pursuit of one of the

wild goats. These animals are very plentiful, but they fled before him. He was soon able, however, to shoot one of them. This he dressed, and cooked a part of it for breakfast.

He remained several days in a state of extreme melancholy ; but this gradually wore away, and he began to build himself a hut. He cut down several trees, the



trunks of which he set upright in the ground, and thus formed a circular wall for his building. He then procured some long grass, of which he made a tight roof. The inside of the hut he lined with goat-skin.

He was occupied a considerable time in constructing

this little house ; but at length it was finished, and he found himself very comfortable in it. While he had been building it, his melancholy gradually diminished, and his sense of solitude wore away by degrees. He found no difficulty in procuring an abundant supply of food, and he obtained plenty of clear, fresh water from the springs. He had no bread, and no salt ; and these things he missed very much. But he was soon accustomed to his condition, and at length he became, to a certain degree, contented and happy : for though he would willingly have exchanged the place of abode for that of his native country, yet his every-day employments occupied his mind, and kept him from being cast down.

CHAPTER XVIII.

SELKIRK'S STORY CONTINUED.

OUR adventurer had been so much amused with the building of his hut, that he determined to construct another. This was made nearly in the same fashion as the first. When the new hut was finished, he used it for cooking his victuals in, and some other purposes. In the

other he slept ; and, as he had a Bible, and some other books, he spent a good deal of his time in reading. He also frequently fell upon his knees, and prayed to that Being who was now his only friend and protector.

But at length a new and serious difficulty presented itself. His stock of powder was entirely exhausted. His gun, therefore, became useless, and he could no longer rely upon it for killing the goats, which constituted his chief food. What was he to do in this emergency ? He knew of no other resource than to attempt to catch the goats by chasing them. But these little creatures are exceedingly light of foot ; among the rocks and mountains they will easily escape the swiftest dog. How then could our sailor hope to succeed in an attempt to catch them by running after them ?

But he thought of no other plan, and so he went forth in pursuit of the goats. He soon came in sight of some of them on the hills, but they skipped from rock to rock, and easily kept out of his way. After a long and fruitless chase he returned to his hut, weary and disappointed. The next day he made another effort, but with no better success. For several days all his attempts failed. The nimble goats seemed rather to fly than run. Often he came very near to them, but as he reached forth his hand to seize them, they bounded beyond his reach.

But at length, grown skilful and alert by practice, he succeeded in taking one of these animals; and from that time, he had no great difficulty in running down as many of them as he needed for subsistence.

Although Selkirk was now tolerably comfortable, yet his heart yearned for society. He wanted some one to speak to, some one to share in his amusements and his labours. He, however, did the best he could. He found some cats, which were very numerous on the island, several of which he caught and tamed. These were very useful to him, for the rats had found out his hut, and they troubled him very much. The cats soon made all these mischievous creatures quit the place.

Selkirk also caught some kids, which are young goats. Those he tamed, and, after a while, his huts were surrounded with cats and tame kids. These kids soon grew to be goats; and sometimes our hero would amuse himself in playing with them. They were quite frisky and sociable. The cats, too, seemed disposed to join in the sport; and Selkirk, with his goats and cats, often danced upon the green before the huts.

You see by this, that man is naturally very social, very fond of companions; and if he cannot find them among mankind, he will look even among animals for them, rather than dwell all alone. Selkirk must have cut a

strange figure in the midst of his cats, his kids, and his goats.

In this way our adventurer passed on from month to month, and year to year. As his clothes wore out, he made others of goat-skin. He used an iron nail instead of a needle, and little strips of goat-skin instead of thread. As he had no shoes, his feet became so hard, that he could walk over the rocks without the slightest inconvenience.

Thus time went on ; but at length a serious accident



happened, that nearly terminated Selkirk's life. He was one day chasing a wild goat among some high rocks ; the

animal ran very swiftly, and Selkirk pursued it with all his speed. At length the goat came to the very edge of a high precipice. The spot was partly covered by bushes, and Selkirk did not perceive the precipice. The goat, frightened at the near approach of its pursuer, leaped over the rock, and Selkirk instantly followed.

They both fell to the bottom of the valley ; the goat was killed, and Selkirk remained a whole day in a state of insensibility. At length his reason returned, and, with great difficulty and much pain, he crawled home to his hut. Here he remained for near ten days, before he was able to go out. After a while he recovered entirely, and then things went on as before.

Thus lived our sailor for four years ; but now the time of his release was at hand. In the year 1709, an English ship, commanded by Captain Rogers, came near to the island. The people discovered a fire on shore. Some of them got into a boat, and went to the land. What was their surprise, to see a white man dressed in goats' skins approach them as they were landing ! This man was Selkirk. At first he could not tell his story ; for he had been so long without talking, that he had nearly forgotten the use of his tongue. But by degrees

What gave rise to the story of Robinson Crusoe ?

he was able to relate his history. Captain Rogers took him on board his vessel, and Selkirk returned with him to England.



Such is the story of Alexander Selkirk. After his arrival in England, the celebrated Daniel De Foe heard of his adventures, and of these he framed the entertaining story of Robinson Crusoe, which all my little friends, I suppose, have read.

Who was the author of Robinson Crusoe?

CHAPTER XIX.

PARLEY STOPS AT VALPARAISO. GOES TO THE SANDWICH ISLANDS. DESCRIPTION OF THE SANDWICH ISLES. THE INHABITANTS. ABOUT CAPTAIN COOK.

As I have now done with the story of Selkirk, I must proceed with my own. As we were in need of water and provisions, our captain determined to stop at Valparaiso, in Chili. This was once quite a small sea-port, but it has since increased very much, and is now one of the most flourishing commercial towns on the western coast of America.

Chili is a delightful country. Along the sea the land is very fertile; here there are immense plains, where the grass is so tall as to hide the cattle and horses that are grazing among it. In the interior there is a range of lofty mountains, some of which are volcanic, and are constantly spouting forth lava, smoke, and fire from their tops. There are also valuable mines of gold, silver, copper, iron, tin, and lead.

Having remained about a fortnight at Valparaiso, we

Where is Valparaiso? What can you say of Valparaiso?
What of Chili?

again set forth on our voyage. We sailed in a direction nearly north-west, it being the captain's design to proceed to the Sandwich Islands. The weather was now warm and delightful. We met with no storms, but we sailed on our way with a steady breeze. •

In a short time we approached the Sandwich Islands. Before I tell you of our visit there, I will describe these islands. You will think their names very strange. Peter Parley thought them strange enough when he first heard them. They are eleven in number and are called Owyhee, or Hawaii, Mowee, Tahoorowa, Rauai, Morotod, Woohoo, Atooi, Ouechow, Oreehoua, and Tahooraa. Besides these there are two other uninhabited islands. The largest of the Sandwich Isles is Hawaii. The number of people on all the islands is about one hundred and fifty thousand. Ninety thousand of them are on Hawaii. They are a tall, well-made people, nearly black. The climate is that of perpetual summer.

Captain Cook, who sailed three times round the world, discovered these islands in 1778, and gave them the name

• In what direction are the Sandwich Islands from Valparaiso?

How many are there of the Sandwich Islands?

How many people there? Which is the largest of these islands?

What is the population of Hawaii? Describe the people.

When did Captain Cook discover the Sandwich Islands?

which they now bear. He entered a bay in the island of Hawaii, called Kurakakooa. When the inhabitants discovered that the ships were about to anchor in the bay, they came from the shore in astonishing numbers, and expressed their joy by singing and shouting, and displaying a variety of wild and extravagant gestures.

The decks and rigging of the two ships were soon completely covered with them, and a multitude of women and boys, who could not find room to get on board, remained the whole day swimming about, and playing in the water.

Captain Cook made presents to some of the chiefs, and the people all became very friendly. They paid him the greatest respect; when he went ashore, they lay down on their faces till he had passed by. •They brought him hogs, which abound in the island, cocoa-nuts, and bread-fruit.

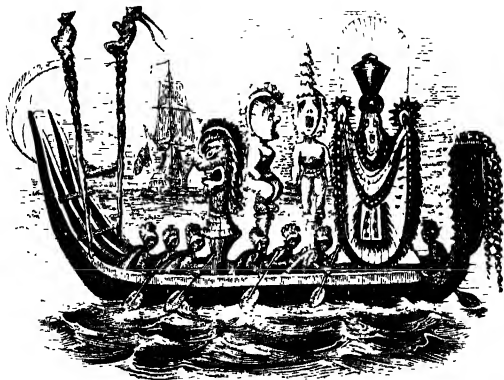
This latter grows on trees about forty feet high. The fruit is about as large as a child's head. It contains a soft pulpy substance, like bread. It is excellent food, and affords subsistence to many of the inhabitants of the islands in the Pacific.

One day there was a great parade among the savages,

What animals abound in Hawii? What of the bread-fruit?

in honour of Captain Cook. The king, in a large canoe, attended by two others, set out from the village, and paddled to the ship in great state. Their appearance was very magnificent.

In the first canoe was the King Ferreoobod and his chiefs, dressed in their rich feathered cloaks and helmets. They were armed with long spears and daggers. In the second was Kaoo, the chief of the priests, with his brethren and their idols.



These idols were of gigantic size, made of wicker-work, and curiously covered with small feathers of various colours. Their eyes were made of large pearl oysters,

with a black nut fixed in the centre ; their mouths were set with a double row of the fangs of dogs. There are several idols from this place in the British Museum, London ; and surely never were uglier things seen in the world. Young people who visit the Museum, are sure to stop and wonder at the ugly idols from the Sandwich Islands. The third canoe was filled with hogs, and various sorts of vegetables.

As they went along, the priests sang their hymns with great solemnity. It was expected they would come on board ; but as this was a matter of ceremony and not of business, they paddled round the ships, and went ashore again.

Some time after this, Captain Cook set out with his vessels to leave these islands, but one of the ships getting out of order, he soon returned. He now perceived, with some surprise, that the conduct of the people was entirely changed toward him and his men. Shortly after, one of his boats was stolen by some of the natives.

Captain Cook determined to go to a village, and get some one of the chiefs, take him on board the ship, and keep him there till the boat should be returned. Accordingly he went, and found the old king just waked from

What can you tell about Captain Cook ?

sleep. He proposed to him to go on board his vessel, and the king readily consented. But one of the king's wives, and some of the chiefs, would not permit him to go. At this point of time it happened that the English sailors in the bay fired some cannon, which alarmed the natives, and they began to collect in great numbers around their king and Captain Cook. Pretty soon the news came that one of the savages, who was attempting to get into the bay in a canoe, had been killed by the cannon.

This inflamed the minds of the savages to a pitch of fury. They immediately sent away their women and children, and armed themselves for strife. Captain Cook, finding it impossible to get the king on board his vessel, had given up the point, and was walking toward the shore. But immediately the natives followed, and they hurled a shower of stones upon a few soldiers who were with him.

Captain Cook now fired his musket, and killed the foremost of the savages. A general attack of stones from the natives immediately followed. This was answered by a discharge of musketry from the soldiers who were with Captain Cook, as well as those who had just landed from the boat. A scene of bloodshed and slaughter ensued. Four of the soldiers were cut off, and slain among the rocks. Three others were dangerously wounded. Captain

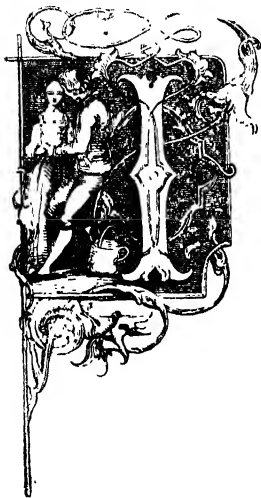
Cook was himself stabbed in the back by a spear, and fell dead at the water's edge.



Poor Captain Cook! His death was much lamented in England, where he was deservedly respected. Never was a man more celebrated as a navigator. He was enlightened, brave, and humane; and not only, as I have before told you, made three voyages of discovery round the world, but also did more than any voyager has ever done towards making us acquainted with countries before unknown. Shortly after his death, which happened in the year 1779, the vessels he had commanded returned to England, carrying the melancholy tidings of his fate.

CHAPTER XX.

MULTITUDES OF PEOPLE COME ON BOARD THE BEAVER.
THEIR DRESS. APPEARANCE. HOUSES. AMUSEMENTS.
RELIGION. TEMPLES. ACCOUNT OF THE DESTRUCTION
OF THEIR IDOLS. ARRIVAL OF THE MISSIONARIES.
CONSEQUENCES.



WILL now tell you of what happened while I was at the Sandwich Islands. As soon as the people saw us approaching, a multitude crowded to the shore ; a great many of them set off in boats ; and many others, who could not get into the boats, leaped into the water, and swam towards us.

Before we had come to anchor, we were already surrounded with boats full of people ; the water also seemed alive with persons, who were swimming like ducks ; some of them were men, many were women, and

What happened when the vessel in which Parley was, arrived at the Sandwich Islands?

many were boys. They seemed perfectly at ease in the water, as if it were their natural element. They swam around the ship, and sometimes passed entirely under it, coming up on the side opposite to that where they had gone down. Very soon the deck was crowded with these people. They were dressed in a curious manner. The women wore a simple piece of cloth wound round their bodies. The men wore only a girdle of cloth round the middle: on great occasions the men, I was told, wore elegant cloaks, and helmets of red and yellow feathers. They all seemed perfectly friendly, and were quite disposed to be on good terms with us. They had all fine black hair, and bright black eyes. They had also fine white teeth; but I observed that many of them had lost several of their front teeth. On making inquiry about it, I learned that it was their custom, on the death of a friend, to show their sorrow by pulling out one or two of their teeth.

How should you like such a custom as this in England? You shake your heads as though you would not like it; and I am sure that I should not, for Peter Parley has no teeth to spare.

Almost all of them were painted, or tattooed in a singular manner. The figures on their bodies generally

Describe the dress of the people. Describe their appearance.

represented birds, faces, circles, and goats. Some of them were tattooed only on one side, and they looked like persons half daubed with ink from head to foot. The women had the tips of their tongues tattooed.

Those who came in the boats to visit us brought a great many articles of food. They offered us hogs, sweet potatoes, bread-fruit, plantain, yams, cocoa-nuts, and some other things. These they wished to exchange for trinkets, pieces of cloth, and almost anything we were disposed to offer them.

We remained at these islands for two or three weeks. I went several times on shore, and had a good opportunity of seeing the natives. They are naturally an amiable people, yet they have many barbarous customs, and many notions that are quite absurd. Their chief amusements are dancing, wrestling, and foot-races.

Many years ago circumstances occurred which brought these people to the conclusion that their wooden gods were a miserable set of creatures, and they burnt them. Soon after, some missionaries, who sailed from Boston, arrived among them. These missionaries found the people quite ready to listen to them, and they began to teach them the Christian religion.

How do they paint their bodies?

The king and queen, and the principal people, favoured the design of the missionaries ; so that in a short time the worship of idols almost entirely ceased. The missionaries preached the Gospel in the language of the natives ; they told them of Jesus Christ and the way of salvation, and instructed them in their duties to God and each other.



The missionaries still continue among these people, preaching to them every sabbath. They have also established schools, and the children are taught to read and

What have the missionaries done ?

write. The art of tilling the land has been shown to them; the method of building comfortable houses, and many other useful things, have been taught to the people. So that, at the present time, their condition is much better than it was.

CHAPTER XXI.

DEPARTURE FROM THE SANDWICH ISLANDS. ARRIVAL AT THE MOUTH OF COLUMBIA RIVER. TREATY WITH THE INDIANS. ASTORIA. THE VESSEL SAILS, AND THE CAPTAIN TRADES WITH MORE INDIANS. A STORM. ABOUT JENKINS AND TWO SAILORS. THE VESSEL IS DRIVEN UPON THE BEACH. A WHALE ASHORE. THE SHIP IS GOT OFF, BUT JENKINS AND THE TWO SAILORS CANNOT BE FOUND.

I MUST not take leave of the Sandwich Islands without describing some very extraordinary mountains upon the island of Hawaii. Several of these are very elevated, and among them there are at least fifty craters of volcanoes. The American missionaries lately visited these mountains, and found one of the craters to be one thousand feet deep.

What of volcanoes in the island of Hawaii?

Think of a thousand feet! It is more than thirty times as deep as this house is high. The smoke and fire were issuing from more than twenty craters when they were there.

Our preparations being made, we finally took leave of these people, from whom we parted with regret. They had treated us kindly, and their gentle manners excited in us all feelings of deep interest. I often think of these islanders, surrounded by the wide ocean, and it rejoices my heart to know that they are now receiving the blessings of religion, and the benefits of partial civilisation.

Our design was now to proceed to the coast of North America, and trade with the Indians for furs. We laid our course for the mouth of Columbia river, where we soon arrived. We ascended the river for a mile or two, and came to anchor. At first we saw no Indians; but having fired one or two cannon, several canoes started from the shore, and came to us.

They were all miserable-looking people, clothed in furs. Many of them had their heads flattened, by boards fastened to them in infancy, so as to give them the shape of a pyramid. They had not many furs, but what they had we purchased for various trinkets. They seemed to

What is the direction of the mouth of Columbia river from the Sandwich Islands?

be particularly fond of blue beads, and preferred them to everything else.

It has pleased God that the productions of one country should be valued in another, and this circumstance ought to bind different nations together; but instead of doing so, it often excites covetousness and injustice. For blue beads, that are of little value to civilised people, these poor Indians parted with what was really valuable to them.

We observed that the country round the mouth of the Columbia river was rugged and rocky. The shore seems to consist almost wholly of mountains. At the present time there is a small settlement of fur traders near the mouth of Columbia river, called Astoria.

After procuring what furs we could, we sailed down the river, and proceeded toward the north, along the coast. We had not sailed far before we saw an Indian village, situated on the border of a little cove, or bay. As the captain thought we might obtain some furs here, we came to anchor. We then fired a cannon, but the Indians, instead of coming to us seemed to be alarmed, and fled away in great terror.

After a while, however, some of them came back, and waited upon the shore, as if inviting us to come to them.

Accordingly the captain went in a boat to them. He found them rather shy, but he procured some furs for beads, brass medals, buttons, and other trifles.

The next day, some of our spars being broken, the captain sent Jenkins, my old friend (who was second mate in the ship, as I told you), with two of the men, ashore, to get two or three small pine-trees, of which there were plenty on the land to replace them. Jenkins and the two sailors went in a boat, and, having procured the spars, they set out to return.

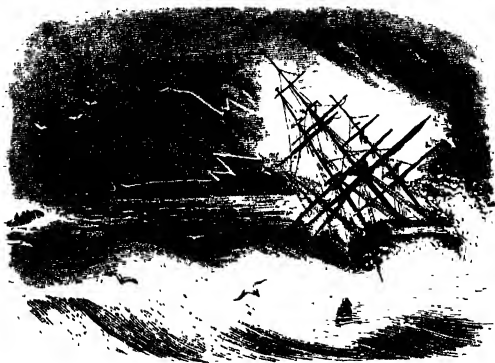
Before they reached the ship it was already dark; and a gale of wind, which had been threatening for several hours, suddenly commenced with great violence. The waves began to heave and roar, as they broke upon the rocks, and the clouds thickened so fast, that, in a few minutes after sun-down, it was as dark as midnight.

We saw Jenkins and the sailors in the boat, at no great distance, rowing toward the vessel with all their might. All on board the ship were anxious; and they, too, seemed to be aware of their danger. But the sudden darkness hid them from our view, and we saw them no more.

The difficulties of our own situation now occupied all our attention. The rain began to fall in torrents, and the lightning burst around us, with such peals of thunder

as I had never heard before. The wind fell with such fury upon the ship, that several times she laid her side to the water, so as to dip the ends of her spars in the waves.

• The superstitious fears of the sailors were also excited, by seeing little balls of fire, called corporants, which glided along the ropes and sails of the ship, and sometimes balanced themselves upon the spars and the masts. All



sailors believe that these are tokens of coming evil; I need hardly say, however, that they are only electrical sparks, that may sometimes be seen in stormy weather, as well on the land as on the sea.

But in times of danger all strange appearances operate

on our fears ; and there is no security or peace, but that which is drawn from confidence in God. I hope it may never be the lot of any of my little friends to be in such peril as awaited us during the night, of which I am telling them the story. But if you experience not such peril, you will all certainly find the time will come when you would give all other possessions for the assurance that God is your friend in life and death.

If I did not now and then remind you of these things I should be acting unkindly ; I wish you to be amused, but wish, also, that you may be happy, even in times of trial, under a sense of God's goodness and protection.

The storm continuing to increase, our vessel soon broke from her anchor, and she began to be driven toward the rocks by the wind. We now made an attempt to get up some of our sails, so that we might steer away, and keep clear of the shore. In this we partially succeeded, and, for two or three hours, we kept the vessel off the coast.

But at length our sails were torn away by the violence of the wind, our spars, bowsprit, and mizen-mast were broken, and, being able no longer to resist the gale, we were impelled rapidly toward the land. We had reason to suppose that we should be driven upon the rocks, and had no hope of any other fate.

At length the vessel struck. Then she was lifted up by the waves, and let down again with the greatest violence. But to our joy, as well as astonishment, we perceived that we were driven upon a sandy beach, instead of a rocky shore, as we feared.

Soon after this the day began to dawn, and we saw that our ship was high upon the beach. We were inclosed by rocks, but at such a distance as not to endanger our safety. When the morning came the storm subsided ; and soon after sunrise the sky was entirely clear of the clouds, which had spent their fury upon us. The sea gradually assumed a state of tranquillity, and we were left to take a calm survey of our condition.

We had been thrown upon the shore at no great distance from the water ; so the captain entertained hopes that, in the course of two or three weeks, we should be able to get the vessel off.

While we were considering these things, we heard a prodigious groaning at a considerable distance. We looked in the direction of the sound, and there we saw a very large whale, that, like ourselves, had been driven upon the beach by the storm. Several of us left the ship and went to look at this huge creature.

It had been thrown upon the sand by the waves, and when the sea retired it left the helpless monster at a

great distance from the water. There it lay moaning piteously, now and then slapping the earth with its tail, producing a terrible sound. I went alongside of this creature. Its bulk was truly astonishing. I believe that two horses might have been driven into its mouth.

We soon returned to the ship, and began to make preparations to get her off. I need not tell you that we all felt great anxiety on account of Jenkins and the two sailors. Whether they had gone back to the shore, or been lost in the sea, we could not tell, but the latter seemed by far the most probable. But it was in vain to indulge useless fears, and we continued to work at our ship with the greatest industry.

After all our exertions, five weeks elapsed before we got the ship into the water, and repaired the damages that had been done by the gale. Although winter was now approaching, we steered to the north, intending to go to the cove where Jenkins and his companions were last seen in the boat, in the hope of still finding them alive.

We reached the spot in a day's sail; but the Indians had all removed to some other place to spend the winter, and we could learn no tidings whatever of our companions. We could see nothing of the boat, and we could find no trace that enabled us to form any opinion as to their fate.

We fired several cannon, but the wild geese and ducks that rose from the water seemed to be the only living things that heard the sound. At length we were obliged to leave the place, under the sad conviction that our hearty friend and shipmate, and the two seamen, had found a watery grave.

CHAPTER XXII.

THE VESSEL GOES TO NOOTKA. SOMETHING ABOUT JEWITT.
ABOUT THE INDIANS. SHOOTING WALRUSES. THE MAR-
QUESAS ISLANDS. EASTER ISLAND.

WE now continued to sail to the northward along the coast, and stopped at various places to trade with the Indians. But wherever I went, and whatever I did, Jenkins was still uppermost in my mind. I could not persuade myself that he was dead, and I felt as though I had left my old friend to perish; though it was not in my power to prevent the vessel sailing when she did. We went near Nootka Sound. Some time before, a vessel from Boston had been taken by the Indians there, and the captain and all the crew but two were murdered; we did not like, therefore, to go among these savages. The two

individuals of the crew who were not killed were named Jewitt and Thompson. They remained in captivity with the Indians for two years. They were, at length, set free, and taken back to Boston. Jewitt wrote a very interesting book, giving an account of his captivity. I advise you to read this book, if you can find it.

We continued our course to the north, until we began to find large masses of ice in the water. The weather was now extremely cold, and there were few Indians on the coast. Those whom we saw were very short, and looked very much like the people of Lapland, of whom I told you in my Tales of Europe.

One day we saw several strange animals upon the shore, and some of us went in a boat toward the place. As we came near to them, we saw that they were sea-horses, or walruses. We fired our guns at them, but they were too large to be killed by bullets. They all scrambled into the water, and disappeared from our view. These creatures are very common on the northern coasts, and the people who dwell there kill a great many of them for food.

Having now obtained a large quantity of furs, we set sail for China. It was our design to dispose of our furs there for tea, silks, and other goods, and carry them to Boston. For a long time we sailed in a southerly direction.

Our object was to go near to the Equator, so that we might take advantage of the trade winds, which here



always blow in a westerly direction. Passing a little to the south of the Sandwich Islands, we laid our course nearly in a direct line for Canton. I will now tell you about some of the groups of islands which occupy that portion of the Pacific Ocean in which we sailed.

The group of islands called Marquesas I shall describe first. They are five in number, but none of them are large. The whole number of the people does not exceed thirty thousand. It is admitted by all voyagers

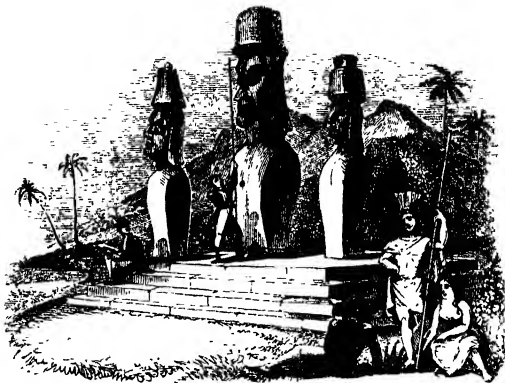
that they are the finest race of savages in the Pacific Ocean. The men are very curiously tattooed. They are as proud of being finely tattooed as some people among us are of being finely dressed.

Captain Krusenstern, a Russian voyager, went to these islands several years ago, and there he found a Frenchman, tattooed almost like the rest of the natives. How he came there I cannot tell you, but he had lived among the people a long time, and had adopted many of their habits. He went back to Europe, on board the Russian vessel, and there he became an object of great curiosity and attention. His name was Jean Baptiste Cabri.

To the south-east of the Marquesas is Easter Island, which you will find on the map. It is about twelve miles long and nine miles wide. It has high mountains upon it, which may be seen at the distance of forty-five miles. On the south side of the island is the crater of a volcano, now extinguished, but the stones, in many parts, prove that in former ages it has spread its ravages over the land.

The people here resemble those who inhabit the other islands we have described, and they tattoo themselves in a similar manner. The voyagers who have been at this place speak with astonishment of some immense stone statues that are found here. They appear to have been

executed many years since. Some of them are twenty-five feet in height.



It is an odd thing that, in different parts of the world, there should be so many huge stones piled up, and statues of an immense size, and no one can tell when and by whom they were set up. English people go to see the great stones at Stonehenge, but no one knows where they came from, or how they got on Salisbury Plain.*

One of the most curious things about the people of this island is, that the lower part of their ears is prodigiously large. In these they make holes, some of

which are of sufficient size to put your hand through. In these holes they wear various ornaments. Their ears may be very useful to them, but they are, certainly, not very handsome,

CHAPTER XXIII.

PITCAIRN'S ISLAND ; AND A SHORT ACCOUNT OF THE MUTINEERS WHO SETTLED THERE.

I MUST not forget that I have yet to tell you more of the sea and its productions ; I must, therefore, hurry on with my account of the islands in the Pacific.

I could now tell you a story that I think you would find interesting, but as I have given a full account of it in my Tales of Shipwrecks, I will only here relate a few particulars. To the west of Easter Island you will see a little place on the map, called Pitcairn's Island. This is six miles long, and is a fertile and beautiful spot. Well, in the year 1789, the sailors on board the British ship *Bounty*, while sailing in the Pacific, mutinied against their officers. They took possession of the ship, put the officers on board the launch, a large boat, and left them to

their fate. These officers fortunately reached the island of Timor, north of New Holland.

The mutineers first proceeded in the vessel to Toobonai, one of the Society Islands, and afterwards to Otaheite. Here, at their request, ten of the mutineers were left. The other eight went on board the ship, which was commanded by a sailor called Christian. Having taken several natives of Otaheite on board, and among them a number of women, they set sail, and proceeded in a northerly direction.

For twenty years afterwards, nothing was known or heard of this ship, or the people on board. As soon as news of the mutiny reached England, the government sent a ship to Otaheite, to see if the mutineers could be found. On the arrival of the ship, fourteen out of the sixteen, that were there, were taken. Four of these were lost at sea, the other ten were carried to England, and tried before a court. Three of them were condemned and hung, and the other seven were released.

But what became of Christian, and the eight sailors, and the Otaheitans that were with them? For more than twenty years, as I said before, nothing was known of them. But at length two British vessels chanced to fall in with Pitcairn's Island. As they had always supposed it to be uninhabited, they were astonished to observe, as they

came near to it, plantations regularly laid out, and houses much neater than any they had seen in these regions.

When they were about two miles from the shore, they saw some of the natives coming off to them in boats ; the sea ran very high, but the people fearlessly dashed through the waves, and came near the ships. The surprise of the English captains was unbounded, when one of the natives called out in English, " Won't you heave us a rope ?"

In a few moments one of them came on board, and explained what seemed so mysterious. Christian and his companions went to Pitcairn's Island. They married the Otaheite women, and had lived there ever since. They had a good many children, and the young man who first came aboard was one of them. His name was Thursday October Christian ; he was the first born on the island. He was a very handsome young man, and looked more like an Englishman than like the Otaheitans.

The execution of these three men adds another striking instance, that an evil deed is not to be hid for ever. Punishment follows crime, as a shadow attends the substance. What a life of hopes and fears must have been passed by those desperate men, in their place of retreat ; and this, for the long period of twenty years ; truly is it said, " The way of transgressors is hard." The ship that visited the island, had they not been guilty, would have been regarded

almost as an angel to bear them from banishment, but, as it was, it must have been looked upon as an avenger come to expose their crimes, and to bear them to their native land to suffer an ignominious death. A good action is never done in vain, nor does a bad one ever go altogether unpunished. Remember this, my young friends, God sees us in the darkness of night, as well as in the glare of day. Yes! as I have somewhere said, go out on a night as shadowy as ever hid the earth and stars from view; let it be dark as pitch, black as soot; muffle yourself up in a greatcoat, tie a mask on your face, and pull your hat over your eyes; go into a copse, a wood, a forest, a deep cave, ay, a coal-pit if you will, and do an evil deed, and the angry eye of God will see you, as clearly as if the mid-day sun was shining on your head, and your evil deed shall be written down in God's book against you, even in the very moment you are doing it.*

* For a lengthened account of the mutiny of H.M.S. *Bounty* we will refer our readers to Captain Barrow's account, published in the Family Library.

CHAPTER XXIV.

ABOUT THE SOCIETY ISLANDS. ABOUT OTAHEITE AND THE
MISSIONARIES. THE FRIENDLY ISLANDS. NAVIGATOR'S
ISLES. CAROLINE ISLES. LADRONES. ABOUT POLY-
NESIA.

To the north-west of Pitcairn's Island is a group called the Society Islands. They are eight in number, and their names are: Otaheite, Huaheine, Ulietca, Otaha, Bolabola, Mamma, Toobouai, and Tabooyamano. Otaheite, the most extensive, consists of two parts, connected by a narrow strip of land. The largest is eighty miles in circuit, and the smallest forty miles. Captain Cook supposed that there were, probably, two hundred thousand people in this island. They subsist mostly on fish. The inhabitants of all the Society Islands have the same religion, manners and customs. They are, on the whole, an interesting and amiable people. In 1797, eighteen missionaries came to Otaheite from England; for many years they had little success in teaching Christianity; but in 1814 the people renounced their idols, and many of them became converts to the Christian religion. Since that time great progress has been made by the missionaries.

At this time (1863) there are in the several islands, many places of worship and missionaries. Many of the



MISSIONARY HOUSE AT OTAHEITE.

useful arts have been introduced, and the condition of the people is rapidly improving. The French have now the island under their care, and the Roman Catholic religion prevails.

To the west of the Society Islands is a group called the Friendly Isles. Captain Cook gave them this name on account of the friendly disposition of the natives. They were not only kind one to another, but courteous to

strangers. There are about sixty of them. The largest is twenty-one miles in length, and is called Tonga, or Tongataboo. Here the chiefs reside, and this is esteemed the most important island.

The people of these islands resemble those of the Marquesas. The men are tattooed, but the women are not. Their hair is black, but they sometimes colour it brown, purple, or yellow.

Peter Parley never saw any part of the world more fertile than these islands: they are mostly laid out in plantations, in which flourish the bread-fruit tree, the cacao-nut, plantains, yams, sugar-canes, and a fruit like a nectarine.

North-east of the Friendly Islands is a group called Navigator's Islands. They are ten in number. They are so called because the people navigate their canoes with great skill. The islands consist of high lands, with a very fertile soil. The groves produce bread-fruit, cocoa-nuts, bananas, and oranges. The inhabitants are of large stature, and are very industrious and ingenious. At the same time, they are very ferocious, and, on that account, very few voyagers visit these islands.

At a great distance from the Navigator's Islands, in a north-westerly direction, are the Caroline Isles. This is a very numerous group, but they are not very much known.

They are flat and sandy, but, for all that, they are still fertile. The Pelew Islands are near them.

The inhabitants of the Caroline Isles are tattooed, and live in large and comfortable houses made of palm leaves and bamboo, woven so firmly together as to exclude both wind and rain. They do not worship idols, but pay their adoration to invisible deities. They salute each other, when they meet, by touching their noses together.

They are very fond of dancing, which they execute with great spirit and grace. They bore large holes in their ears; and if presents are given to them, such as knives, hooks, and the like, they tie them into these holes in their ears, and wear them.

They are fond of war, and the inhabitants of the different islands are always engaged in strife with one exception. In the island of Ulea, it is said that war is unknown; here the inhabitants are always at peace. I cannot tell you why this island is so much unlike the rest; but if it be so, I think the people must be far wiser and happier than those of the other islands. I, however, cannot help thinking, that human beings are so much alike in every part of the world, that there is quarrelling and fighting everywhere. Unless it pleases God to make people peaceful, fall out they will about one thing or other.

To the north of the Caroline Isles are the Ladrões,

or Marion Isles, or the Islands of Robbers. This name is given to them because the inhabitants are great thieves. The number of these islands is about fifteen. The climate is very delightful, but subject to hurricanes. The people colour their teeth black, and paint their bodies red.

Thus I have told you of some of the principal groups of islands in the eastern and northern part of the Pacific Ocean. Taken together, these islands are sometimes called Polynesia, a term signifying many islands. The climate in them all is very agreeable, seeming to combine the beauties of spring and summer. The trees, fruits, and animals are nearly the same in all. The inhabitants are very similar in complexion; almost all practise tattooing, are given to theft, and, on common occasions, go nearly naked. There are shades of difference between them; but there is a general resemblance in their appearance, their customs, opinions, and modes of life.

CHAPTER XXV.

THE SHIP APPROACHES THE PHILIPPINE ISLES. A HURRICANE.
VOLCANIC ERUPTION. SHIP IS WRECKED ON THE COAST OF
LUZON. PARLEY AND TWO SAILORS ONLY ARE SAVED.
THEY ARE KINDLY TREATED BY THE NATIVES. THEY
TRAVEL TO MANILLA.

ONE night I had an ugly dream. I dreamed that our ship was again off the coast where we had left Jenkins. I shall never forget it. Jenkins, pursued by a thousand savages, plunged into the sea, and made for the ship; he was wounded, and the water around him seemed coloured with his blood. He came within the length of a rope of the ship, and cried out to me to save him, but I could not stir a finger, and the poor fellow sunk to rise no more, crying out, "Peter, save me ! save me !" It was, I suppose, the nightmare that affected me ; but my old friend Jenkins was much on my mind.

I must now return to my story. After sailing to the westward, for several weeks, with a steady breeze, we supposed ourselves to be near the Philippine Islands. It is said that this group consists of more than a thousand islands. The largest of these is Luzon.

Well ! in a short time we discovered some high rocky

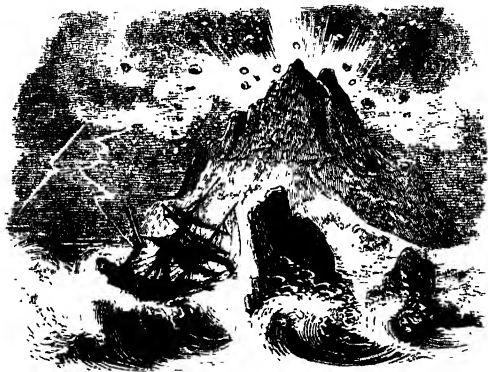
mountains, looking like clouds in the distance. These, we had no doubt, were the mountains of Luzon. It was not our intention to stop there, so we kept on our way. But as night set in, a storm commenced, and before morning it blew a hurricane. About midnight we had the misfortune to have the rudder of our ship broken and carried away. This left us at the mercy of the storm. All our attempts to rig up a temporary rudder were unsuccessful, and we were driven before the wind with the greatest violence.

The night was so dark, that we could see nothing around us. We had reason to suppose, however, that we were drifting toward the rocky shores of Luzon, and that we were not far from them.

In this state of uncertainty, the captain, myself, and every sailor on board the ship, were making every exertion for our safety ; yet we were all preparing our minds to meet the event which seemed inevitable.

The storm continued with unabated fury. The noise of the waves, the rush of the tempest, and the roar of the sea, filled the ear with their almost deafening sounds. But a sudden noise, louder than these, now burst upon us. Instantly a pillar of fire rose from a neighbouring mountain, shedding its glare on the land, the sea, and the sky, seeming for a moment to set them all in a blaze.

In a few moments this pillar of fire appeared to fall suddenly back into the mountain. Then the mountain was agitated with loud bellowings, like thunder. Then large red-hot stones were cast from the crater, far into the air. Some of these fell near the ship, and went hissing into the sea. Then red-hot lava began to pour from the crater of the volcano, and roll down the sides of the mountain.



Peter Parley may thus describe a volcano, or burning mountain ; but, after all, you can have but a very poor notion of what it is in reality.

For some time we forgot our own perilous position,

in looking at the frightful scene I have described. But the hurricane continued, and we were soon obliged to attend to our own condition. The blaze of the volcano had shown us the rocky shores of the island of Luzon immediately before us, and the gale was sweeping us towards it with the greatest fury.

Nor was this all. The volcanic mountain, from whose top the red-hot lava was gushing out, stood upon the very coast, and the sea washed its base. It was against the foot of this mountain, and immediately beneath, where the lava was rolling down its sides, that it seemed most likely we should be thrown.

There are some things so painful to the memory, that we do not love to dwell upon them. This fearful night was one that I should be glad to forget. I need only tell you that our ship was driven against the sharp rocks, at the foot of the volcanic mountain, and, in a few moments, she went to pieces.

Three individuals only, of all that were on board the ship, escaped ; the captain and twelve men were all drowned. I was thrown upon the rocks, as if by a miracle, in an exhausted state ; and when I recovered, the morning had dawned, and the tempest had passed away. The eruption of the volcano had also ceased ; but the sea was yet agitated, and on its restless bosom I could see,

far and wide, the scattered fragments of our ship. The shore was lined with broken spars, boards, planks, and other vestiges of the wreck.

I soon discovered that two of the seamen were alive ; one of them was considerably wounded, and the other was quite exhausted. I went along the shore, and there I found the bodies of three of the sailors who had perished. The remains of the captain I could not find.

I need not tell you the distress I now felt. This was, indeed, the most painful period of my life. I thought not of the difficulties of my situation, but I was oppressed with the sad idea that so many of my countrymen and companions had thus suddenly been cut off from existence.

But to proceed. We were soon discovered by the natives, who came in great numbers to gather the spoils of the wreck. They treated my companions and myself with great kindness. We stayed with them in the mountains for three or four days. We did not understand their language, but communicated with them by signs.

When the wounded sailor was able to travel, two of the natives set out to guide us across the country to Manila. This was a journey of several days, for we had been wrecked on the northern coast of Luzon, and Manila was situated in the south-western part. At length we

reached that city. It was built by the Spaniards, and many Europeans resided there. I went to an English merchant, and told him our story. We were entirely destitute: and in the kindest manner he relieved our necessities.

CHAPTER XXVI.

ABOUT THE PHILIPPINE ISLES. DESCRIPTION OF THE INHABITANTS. PRODUCTIONS. PARLEY ENTERS A BRITISH SHIP. ABOUT JAMES JENKINS. ABOUT BORNEO, SUMATRA, JAVA, AND THE SPICE ISLANDS.



THE Philippine Islands, as I have said before, are more than one thousand in number. The largest of these are Luzon and Mindanao. The natives are nearly of a copper colour. They are mild and unsuspicious, and the common people go mostly naked. Some of them, who are rich, are well dressed, and they bear a strong resemblance to the Polynesian islanders.

They are great smokers; not the men only, but women, boys, and even

children before they can talk, practise 'smoking. The women are not content with common cigars, but have them made a foot long, and they are twice as thick as your thumb. It is a curious sight to see these women going about, looking as if they had burning brands in their mouths.

These islands are very fruitful. They produce yams, potatoes, pumpkins, water-melons, plantains, bananas, guavas, cloves, nutmegs, betel-nuts, cocoa-nuts, oranges, and sago. The betel-nut is chewed by the natives, particularly by the women, partly as a luxury, and partly for the purpose of making their teeth black. What is called beauty in one part of the world is looked upon as ugliness in another. The people make a species of wine from the palm-tree. The fruitfulness of their country enables them to lead a life of indolence; they are fond of pleasure, and are passionately devoted to cock-fighting.

For many years the Spaniards have ruled over the greater part of the Philippine Isles. Some of them, however, are governed by their native chiefs.

After I had been several weeks at Manilla, I had an opportunity to leave that place in a British ship. I need hardly tell my readers, that I was very anxious to return to my native land. The melancholy termination of our voyage had sickened me of the sea. In the wreck of the

ship I had lost what little property I possessed. With disappointed hopes, and painful recollections, I entered the British vessel, intending, if I reached Boston in safety, never again to venture upon the treacherous ocean.

The fate of Jenkins had long weighed heavily upon my heart. It is true, he was a rough sailor, and somehow or other he was always getting into trouble ; but he was an honest fellow, possessed an excellent heart, and would always give his last shilling to relieve a friend.

Since we left the American coast I had often thought of him : there was, indeed, every probability that he had perished in the storm ; but the chance that he was living still presented itself to my mind, and the idea that he was in captivity among the Indians, haunted my imagination by day, and my dreams at night. Now that I was going to set out for home, to return without him, to meet his friends and tell them he was lost, my remembrance of him became very sad and painful.

The vessel in which I had embarked was very large, and had on board of her at least two hundred men. She was sent out by the government of England, on some public business, to Canton. She had been at that place, and was now returning across the Pacific to England. She was going to touch at some of the islands on her way, particularly at New Holland.

If you will look on the map, you will see a number of islands not far from Luzon. The principal of these are the Spice Islands, Borneo, Sumatra, and Java. As we sailed in a direction nearly south-west from Luzon, we passed Borneo on the left, and went through the straits between Java and Sumatra.

As we did not stop at any of these islands, I can only describe them from the accounts of other voyagers. Borneo is the largest island in the world, except New Holland. It is nearly five times as large as all the New England states. It has, I suppose, about three millions of inhabitants. As we passed along, near the shores of this island, I saw a great many of the people navigating the waters in boats and canoes. Their complexion is quite dark, and they appeared to me to resemble the inhabitants of Luzon.

The land in Borneo is very fruitful. The productions are rice, pepper, camphor, lemons, oranges, cocoa-nuts, bread-fruit, and



What of Borneo?

many others. Members of the monkey tribe abound here ; among them is the ORANG-OUTANG, which in form very much resembles man.

BIRDS OF PARADISE are also found in Borneo. Their colour is a light yellow. We often saw them high in the



air, and far out at sea. I believe it is because they are so often seen in the air, at a distance from the land, that the sailors imagine them to be birds of the sky, and not of the earth. This is said to be the reason why they call them Birds of Paradise.

What of the Orang-Outang? What of the Bird of Paradise?

But there is another reason, and that is on account of their great beauty. They are, on this account, spoken of as *God's birds*. They have two feathers springing from the upper part of the tail, about three feet long. These birds are generally shot with reed arrows; their bodies are then stuffed with spices, after the entrails are taken away, and brought over to Europe for sale. Peter Parley likes better to see them alive in the air, than stuffed with spices in a glass case.

Sumatra is about one thousand miles in length, but it is quite narrow. The population is probably four or five millions, and consists of Malays, Achenese, Battas, Lampoons, and Rejangs. It is said that some of the people here eat human flesh. Those who live along the coast are called Malays. Many vessels go to trade with these people, but they are a treacherous and thievish race. The productions are like those of Borneo. • There are elephants and rhinoceroses in the island; also great serpents, and a multitude of birds of beautiful plumage.

Java is rather smaller than New England. It is six hundred and ninety miles long. It is full of people, there being about five millions of inhabitants upon it. Some of them have very good houses, and I think there is

What of Sumatra? The people? Productions? Animals?

more refinement and civilisation among them, than among the inhabitants of any of the adjacent islands. Java has many mountains, and some of them are volcanoes. Strange tales are told about the Upas, or poison-tree, that is said to grow here ; but they are not to be believed. According to reports, the ground, and the very air, for many miles round the tree, are poisoned, so that every one who goes near, and the very birds that fly over the tree, fall down dead. Prisoners condemned to die are sent to get poison from the tree, and if they do so, their lives are spared ; but, as I said before, I believe it to be a mere fiction. This island is famous for producing excellent coffee, which is brought to this country, and also carried to Europe. It likewise produces many valuable fruits, and other things, on account of which many vessels go there from Europe, to trade with the inhabitants. The Dutch have settlements here, and govern the people.

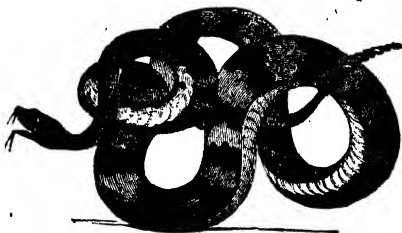
These three islands, Borneo, Sumatra, and Java, are often called the Sunda Isles. The inhabitants in them all resemble each other very much. Their productions are nearly the same.

East of Java are the Moluccas. The principal of

What of Java ? What of coffee ? Fruits ? Trade ? What are the Moluccas ?

them are Celebes, Gilolo, Ceram, Amboyna, and Banda. All these are very populous. Celebes alone has two millions of inhabitants. These islands are called the Spice Islands because they produce a great many spices. Pepper, nutmegs, cloves, and mace, are brought to Europe and America from them. The climate here, as well as in the Sunda Islands, is warm and pleasant.

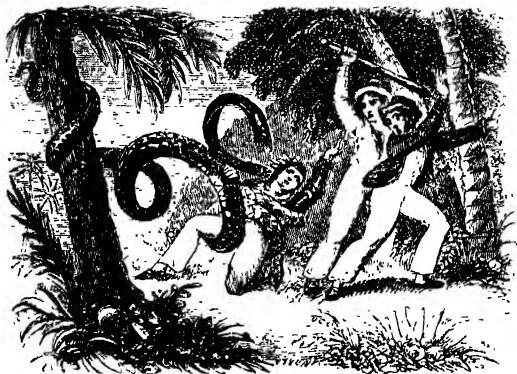
In some of the Moluccas it is very unhealthy. In the island of Celebes there are monstrous great serpents. These serpents are large enough to swallow a goat whole.



I will tell you a story of one of these serpents. Some English sailors went upon the island of Celebes some years ago. One of the men went by himself and sat down. Now, it happened that one of these serpents lay upon the

Why are they called Spice Islands? What of serpents?

ground close to this man. He lay still for some time, but, by-and-by, he gradually crawled along toward the sailor, taking care to make no noise. At length, being near enough, he sprang upon the man, wound himself



round his body, and crushed him to death. The other sailors saw their companion in the folds of the snake, but they could not save him.

You shrug up your shoulders, I see! To see a comrade in distress and peril, and not be able to save him,

What story of a serpent?

is terrible. Peter Parley has too often been placed in this situation.

Many of these islands are volcanic. The island of Sumbawa, which is near the island of Timor, is celebrated for a volcanic mountain, which, about fifteen years ago, threw out such prodigious quantities of ashes, as to cause darkness on the island for twenty-two hours.

I have now given you a short account of the Philippine Isles, the Sunda Isles, and the Moluccas, or Spice Islands. These several groups are often called Asiatic islands, because they are near to Asia.

CHAPTER XXVII.

PARLEY GOES TO AUSTRALIA.

THE English ship in which I sailed, after passing Java, turned to the east, and proceeded on her voyage. We left the island of Timor on the north, and passed between Australia and New Guinea. The sea between these two great islands is called Endeavour Straits. We occa-

What of Sumbawa? What are called the Asiatic islands? Why are they called Asiatic islands? What are Endeavour Straits?

sionally saw the shores of New Guinea, and one day our vessel stopped near the coast, and some of the people came in boats to see us.

They paddled round us, at a considerable distance, but would not venture to come on board. They had a very different appearance from the inhabitants of the other islands, that I had seen. They were almost entirely black, and very much resembled the negroes of Africa; but they were not quite so tall, nor was their hair quite so woolly.

We did not go on shore upon this island, but I am told that the greater part of the inhabitants are negroes, like those we saw. There are, however, many tribes of different character. There are some very wild people in the interior, who live in the hollows of old trees, some of which are very large, and afford them good shelter. They ascend the trees by a notched piece of wood, which answers as a ladder. When they get into their hole, they pull up this piece of wood, so that nobody can follow them. The western coast is occupied by people who appear to have come from Borneo and the Moluccas; and they live in the same manner here as in those islands.

¶The people of New Guinea have some trade with the

Describe the inhabitants of New Guinea. What people occupy the western coast of New Guinea?

Chinese, who come here in vessels; they buy of them their tools and utensils, and give them in exchange ambergris, sea snails, tortoise-shells, birds of paradise, and other birds of beautiful plumage. These are skinned, and stuffed in so neat a manner as to appear like living birds.

The appearance of the people of New Guinea is far from pleasing; they tie up their hair on the top of their heads, in great bunches, sometimes two feet high: they are, indeed, the ugliest people I ever saw; the men go quite naked, but the women wear a partial covering, of coarse cotton cloth.

These people appear to have few religious notions, and are said to be very savage and brutal; but the truth is, we know but very little about them. When white men first go among savage nations, they are looked upon and treated as enemies; sometimes the white men are killed, or perhaps used very cruelly. They then go away and give a bad account of the inhabitants. Perhaps, after all, if they knew these people better, their character would appear different, and they would therefore tell a very different story about them.

I have found people, in all parts of the world, kindly

What of the trade of the people of New Guinea? Appearance of the people? Character?

disposed ; but when once suspicion and hatred are excited, no one can tell to what it may lead.

The people of New Guinea have remarkably light boats, which they manage on the water with great skill ; the women may be often seen paddling about in these boats. I was very much amused one day to see two women fishing : one of them caught a large fish ; as she was lifting it over the side of the canoe, it was very near being turned over, but the other woman placed herself on the opposite side of the canoe, and thus balanced it, and prevented it from being upset.

The island of New Guinea is very extensive ; it is, I suppose, five times as large as all the New England states. There are a good many mountains in the interior, and some of their tops are higher than the clouds.

The land is very fertile ; it is covered with beautiful trees, and rich fruits, and flowering shrubs. In the forests there are multitudes of birds of paradise, of which there are ten or twelve kinds. This island seems indeed to be their favourite retreat ; thousands of them may be seen fluttering in the groves, where winter never comes, where the leaves are always green, and the flowers are ever in bloom. Parrots also abound, and there are many kinds

What of their boats ? Extent of New Guinea ? Soil ? Productions ? Birds ?

of the gentle dove, whose sweet notes may be constantly heard in the woods.

This is, indeed, a land in which everything is lovely and beautiful, except the people. These are among the most degraded of mankind; yet the time will doubtless come (though it may be ages hence) when these ignorant people will be civilised, when their superstitions will be dissipated, and when religion will teach lessons of justice, humanity, and love, here, as it does now elsewhere. The time will no doubt also come, when the rude people who now live in hollow trees; or in turf cabins, will dwell in good and comfortable houses; when the cries of savage war shall cease; and in their place the peaceful tones of the Sabbath bell shall echo through the forests.



CHAPTER XXVIII.

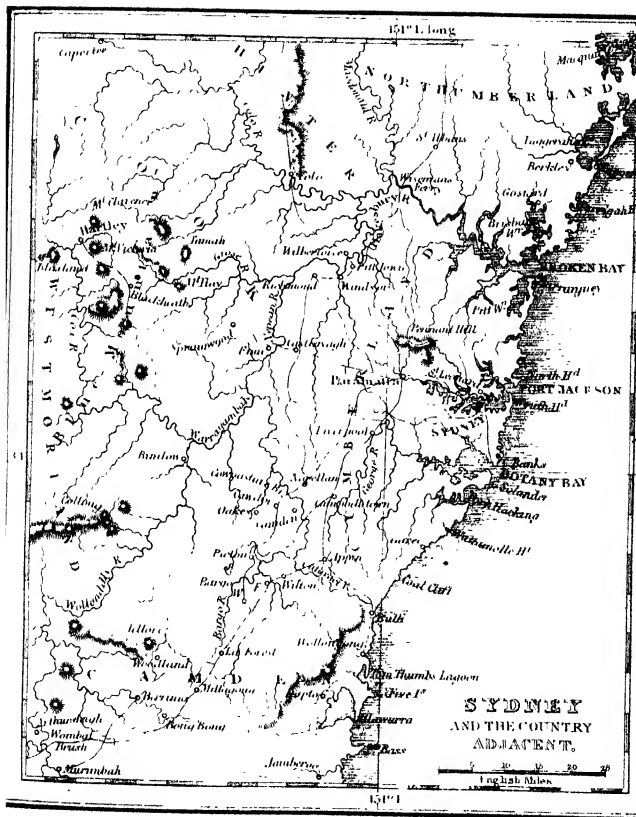
ABOUT AUSTRALIA OR NEW HOLLAND.



AFTER leaving New Guinea, we sailed in a southerly direction, along the eastern coast of Australia, till we came to Port Jackson. This is a small bay, at the head of which is an English town called Sydney. Here our vessel came to anchor, and I had several opportunities of going ashore. Peter Parley found it a comfortable thing to be able to talk with the people, for he had been a long time among savages, whose language he did not understand.

Sydney, which is the capital city of New South Wales, is nearly seven miles from Port Jackson. It stands principally on two hilly necks of land; the portion lying

What of Port Jackson? What about Sydney?



between these forms Sydney Cove, which is one of the finest natural basins of water in the world.

This city has risen into importance in the present century. It covers a large space of ground, possesses churches, a college, theatres, and many other as fine public buildings as you will find in London ; and is well supplied with gas and water.

Australia is the largest island on the globe, indeed, it may be called a continent, for it is almost as large as the whole of Europe.

New South Wales comprises the eastern part of Australia. In the year 1787 the English Government established a colony at Botany Bay, about twelve miles south of Sydney ; and to this place those convicted of crimes and sentenced to be banished from their country were sent, or as it was termed “ transported,” for various terms of years. The colony was at length removed to Sydney, and for many years the worst characters in Great Britain were sent here for punishment.

It would readily be supposed that in a society so constituted crime of every description would abound ; but there were many causes all tending to create an opposite feeling in the minds of the inhabitants ; and, in fact, this

What about Australia? What about Botany Bay?

opposite feeling resulted in a determination to petition the British Government to send no more transported felons among them. The great increase of population, caused not only by the descendants of those who "left their country for their country's good," but by many honest and energetic emigrants who have gone to Australia with a view of improving their position by habits of industry, gave weight to this petition, and transportation from England ceased some years ago.

Besides New South Wales, the Australian colonies consist of Victoria, South Australia, Western Australia, Tasmania or Van Diemen's Land, and New Zealand.¹

There are several other English towns and settlements, occupying the south-eastern part of this great island. The country passes under the general name of New South Wales. This part of the world now has many settlements, and is become very populous, gold being found here in great quantities; but I have described these matters elsewhere.

The coasts of Australia are generally flat, but mountains are seen in the interior. Very little is known of the country, except along the shores. Some parts are fruitful, but there are extensive wastes of sand. The heat

Name the Australian colonies.

is sometimes excessive. In December it is often hotter there than it is ever known to be in the United States, or in England.

Dry hot winds, also, like those of Africa, often sweep over the land.

The native fruits of this country are not so rich, or abundant, as those of many of the islands I have described. But the English settlers raise plenty of wheat, rye, Indian corn, barley, oats, cabbages, potatoes, and other things. They have, also, fine peaches, apples, pears, oranges, lemons, grapes, pomegranates, cherries, melons, walnuts, and almonds, all of which are raised with little trouble.

Among the native animals of Australia there are several very curious varieties. The most remarkable is the kangaroo. Kangaroos are now to be seen at the Zoological Gardens, London. These Gardens improve every year, not only in extent of ground, but also in the number of new and interesting animals and birds which are added to the collection. The KANGAROO is about as large as a sheep. Sometimes it is six feet long. Its fore legs are very short, and its hind ones very long. It does not run along upon its legs, like a cat or a dog, but sits upon its haunches, and bounds along in great

What of the coasts and interior of Australia? What of the heat?
Describe the fruits of Australia. Productions.

leaps. Sometimes it will go six rods at a single jump. It easily jumps over shrubs of considerable height. It is a timid animal, and runs away, as fast as it can go, from a dog or a man. Some say it defends itself with its tail, which is so strong that it can easily kill a dog with a single blow. But I am of a different opinion, having frequently seen it strike out with its hind feet, which are



armed with strong pointed hoof-like nails : it can lay open the bowels of a dog at a single kick. The dog used to

hunt it is of a breed between the mastiff and the greyhound. The flesh of the kangaroo is excellent food, and the animal is much hunted, both by the English settlers and the negro inhabitants.

But I have not yet told you the most curious thing about the kangaroo. The female has a pouch under the belly, which serves as a retreat for the young kangaroos in time of danger. When the little creatures are playing around their mother, if they discover anything that gives them alarm, they immediately run to her, jump into the pouch, and there they remain, snug and safe, till the danger is past.

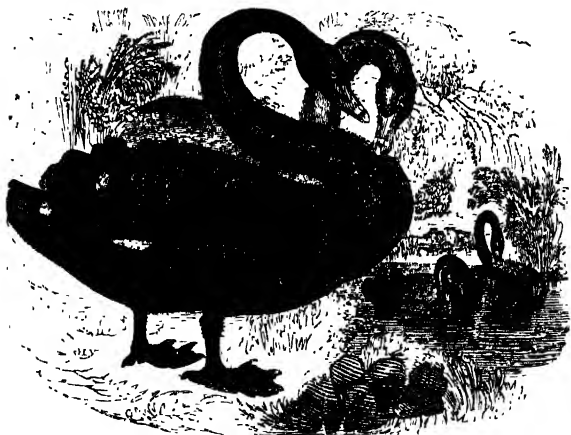
There is a large river in Australia, called Hawkesbury. In this river there are swans, which are quite black. All the swans of Europe, America, and Asia, are white, and it is common to say, "as white as a swan." Such a thing as a black swan was not imagined to exist, till they were discovered in Australia.

There is a very large bird found in this island, called the EMEU. It is of the ostrich kind, but its neck is much shorter, and its body longer; and it is destitute of the beautiful glossy feathers, which form the tail of the

What of the kangaroo? What of the black swan? What of the emeu?

ostrich. It is one of the largest of all the feathered race, and is sometimes seven feet long. Its flesh is said to taste like beef.

The native inhabitants of Australia are of middle height, with slender frames and large heads. Their hair is woolly, like the people of New Guinea. Some of them



are of a copper colour, and some nearly black. Many of them are nearly covered with hair.

In 1858 some colonists, returning from England to



Australia, took with them many of our English song-birds,

and now the English settler is greeted by the song of the blackbird, thrush, and lark. The sparrow, too, has become naturalized, and the "timid hare" may occasionally be met with; and thus the emigrant is not only reminded of the land of his birth, but of those near and dear ones he has left behind.

At the south-east corner of Australia, and separated from it only by a small strip of the sea, is a large island, called Van Diemen's Land, or Tasmania. The climate here is very healthy, and the English have several settlements, the chief of which is Hobart Town. Like Australia, Van Diemen's Land is now a flourishing country, and Hobart Town has largely increased in size, population, and importance.

The natives are negroes, like those of Australia, but they build better huts, and appear to have more intelligence and humanity.

Describe the natives of Australia. What English birds are naturalized there?

What about Van Diemen's Land?

CHAPTER XXIX.

THE SHIP LEAVES AUSTRALIA, AND GOES TO NEW ZEALAND.

VARIOUS MATTERS AND THINGS ABOUT NEW ZEALAND.

HAVING remained about three weeks at Port Jackson, our ship set sail for New Zealand. This consists of two islands, separated by a strait about fifteen miles in width. They are long and narrow, and both together have somewhat the shape of a boot.

We reached the northern part of New Zealand in about three weeks after we left Australia. We sailed along the eastern coast, and several times came to anchor. The officers went ashore at various places, and had considerable intercourse with the natives.

The people are tall, well-formed, and of a copper colour. They are entirely unlike the natives of Australia and New Guinea, but bear a strong resemblance to the inhabitants of the Polynesian Islands.

A great many of the chiefs came on board our ship. They were exceedingly anxious to get hoes, axes, and other iron tools. They value a hoe above everything.

What of New Zealand? What of the people?

This instrument is indeed of great importance to these people, for they live chiefly by cultivating the ground.

They live in houses made of large twigs, covered with rushes. Their grounds are cultivated with great neatness and care. The soil is fruitful, and they raise considerable crops of potatoes, sweet potatoes, yams, and other things. They also raise wheat, turnips, and cabbages. These things have been introduced into the country by the European voyagers who have visited it. When civilized people visit barbarous nations in a spirit of peace and good will, they are able to render them great services; but too often the poor savages have more reason to be sorry, than thankful, in being visited by white people.

The inhabitants are a good deal farther advanced in civilization than those of some of the other islands. We saw a great many patches of ground very handsomely laid out and cultivated. The people make cloaks of a species of flax, which display great ingenuity and patience. The flax, which resembles hemp, is made into threads, and then woven together by pegs, and fastened with knots.

This cloak is worn on the shoulders by both men and women. They wear another garment round the body,

What of their houses? Soil? Productions? Dress of the people?

fastened with a girdle. This is made of the same material as the cloak.

The people of New Zealand live principally on fish, and the root of a kind of fern serves them for bread. This they scorch over the fire, and then beat it with a stick till the dried outside falls off.

The northern island is very fertile, and the climate is warm and pleasant. There are here a great many thick forests, and an abundance of small streams. The country is very hilly, and there are some very lofty mountains. The southern island is far less fertile, though the forest trees grow to a great height.

The climate here is much colder than in the northern island; snow and hail are very common, and on the high mountains, some of which are very lofty, snow remains nearly the whole year.

When Captain Cook visited this island in 1769 he found the people little better than cannibals, but susceptible of instruction; for many years afterwards it became the resort of whaling ships. In 1814 the first missionaries were settled on the Bay of Islands, and they have been unceasing in their endeavours to ameliorate the condition of

What of the northern island? Southern island? What of the different tribes?

How did Captain Cook describe the New Zealanders? What of the missionaries?

the natives, and lead them to worship the only true God. There are now about sixty missionary establishments on the island.

I met with an adventure here, which I will relate to you. One day several of the officers went ashore to hunt in the woods ; I went to assist in rowing the boat. Some of the men remained to watch the boat, and others accompanied the officers into the woods : I was among the latter.

The shore was high and rocky, and for a little distance there were no trees. But after walking about half a mile, we came to a very thick forest. The trees were exceedingly lofty. They also stood very close, and the spaces between were filled up with underwood.

The weather was very warm, and there were multitudes of birds in the trees. Some of them had very bright feathers, and resembled parrots. They were flying about amid the thick branches, and filled the air with their chattering.

Some of them appeared to be talking to one another in very soft tones, and some of them appeared to be scolding and quarrelling in a very rude manner.

All around the scene was very beautiful. There were many flowering shrubs, in full blossom, on all sides ; and the air was filled with their fragrance. A little farther on, we came to a stream, as clear and bright as the streams of New England.

As I knelt down to drink some of the water, I was strongly reminded of my home and my country. I thought of the pleasure I had often taken, in a hot summer day, in drinking from the pure streams of my native land, and for a moment the tears filled my eyes. But these things do not become a sailor, whose duty calls him to spend a great part of his life far away from his home.

At length we came to a deep, narrow place, between two mountains. We saw a great many birds, but the officers were anxious to shoot some larger animals. So they began to climb the sides of a mountain. Here we saw some wild pigs and some wild dogs. The latter howled at us, and then ran away. The officers shot at them, but did not kill any.

At length one of the Englishmen shot a pig, and he fell over the rocks. I went to find him, while the rest of the party proceeded. I looked about some time, and by-and-by I discovered the pig between two stones, on the edge of a precipice.

I took it up, and was about to carry it away, when the whole rock on which I stood started from its bed, and descended to the valley below. I clung for a moment to some bushes, but these soon broke, and I fell to the distance of more than forty feet.

I was stunned by the fall, and, for a long time, I lay in

a state of insensibility. It was early in the forenoon when the accident occurred ; when I came to myself it was night. At first, I fancied myself to be in a dream, but, very soon, my aching bones made me recollect where I was.



I endeavoured to rise, but at first I could not. One of my legs was badly sprained, and I was bruised in several places. By-and-by I was able to stand up ; and then I began to reflect upon my situation. The night was exceedingly dark, and the wind roared through the tall forest like the voice of a cataract. I am not likely to forget that night.

The woods seemed to be full of strange noises : these

were made, I suppose, by the creaking of the trees, as they rubbed one against another; but I fancied that I could distinguish, amid the tumult, the cries of wild beasts and the yells of savages. It was so perfectly dark, that I could not see a single object. I felt about me, and found that I was surrounded by rocks and trees.

I dared not to stir, supposing that I might fall into some danger. I concluded it best to sit down, and wait patiently till morning.*

In circumstances like mine, we are apt to overrate the dangers that attend us. I feared that the ship would be driven off the coast by the hurricane, and that I should be left to the merciless savages. These thoughts filled me with great anxiety. I knew that there were no savage animals in the island, but yet I had a strange apprehension of an attack from some wild beast.

This fear was not a little increased when I distinctly heard the howling of a wild dog at no great distance. By-and-by, I distinctly saw his eyes gleaming in the darkness, like two sparks of fire. For some time these eyes remained steadily in one position, and then the animal howled, with a wailing sound.

To my excited imagination it was the most doleful cry that had ever met my ears. I fancied that there must be something of bad omen in all this. I imagined that my

death was coming soon, and that this hateful brute had come to warn me of it.

Such were the silly dreams that occupied my mind. They affected me so much, that at length I could endure my feelings no longer. With a trembling hand I felt about for a stone, and, having grasped one, I rose and hurled it at the dog with all my might. I believe I hit him ; for the creature ran yelping away.

As soon as I had done this, my idle fears vanished, and I laughed to myself while thinking of my folly. I then sat quietly down, braced myself against the rocks, and, having commended myself to God, fell asleep. Often and often has Peter Parley found that committing himself and all his concerns to God, has given him more peace than all the plans he could make to free himself from trouble.

I suppose I had slept for two or three hours, when I was awoko by a loud noise. I started to my feet, but it was still entirely dark, and, as I heard the sound only in my sleep, I could not tell what had caused it.

The wind was yet blowing terribly, and I supposed that some rock had been hurled down the precipice, or that one of the tall trees had been overturned by the tempest. Thinking of these things, I sat still till morning.

Never have I seen the morning come with more joy

than then. The grey light soon showed me my situation. I was sitting on a heap of rocks that had fallen from the precipice. Within a few feet of me lay the trunk of a tall pine-tree, which had been blown down by the gale. It was this that had waked me from my sleep. It had fallen very near to me, and I felt that He who governs the storm had watched over and saved me.

As soon as it was light, I left the place where I had spent the night. I was very lame and sore at first, but by-and-by could walk pretty well. I made my way, as well as I could, through the thick trees and bushes. I soon came to a small stream. I was very thirsty, and scooped some of the water up in my hand, and drank it.

Then I continued to go along through the woods. I was very anxious to get to the shore, for fear the vessel would be gone. But the greater my anxiety, the less seemed to be my chance of getting out of the forest. It was quite cloudy, and I had no means of telling the direction in which I was going.

For four hours I continued to push on, imagining that I was going toward the shore; but what was my astonishment and grief, at length, to find myself returned to the same spot where I had remained during the night!

I was a good deal discouraged, for I was quite lame, and felt myself very weary. But deeming it folly to

despair so long as anything could be done, I set about climbing up the precipice, in hopes of seeing the sea.

"Come, come," said I to myself, "it would be ungrateful in me to despond; He who kept me safe from the pine-tree when it fell, is able to preserve me in every other danger."

After climbing to a considerable height, I saw the highlands, which I knew formed the coast. I now descended, and determining to be more cautious than before, I guided my course as I had seen the Indians do, many years before, in Vermont. I will tell you how this is done, so that if you ever get lost in the woods, you may be able to get out.

I looked forward, and, fixing my eye upon three trees that ranged with each other, I went forward to the furthest of them. I then observed three other trees that ranged in the same way, and proceeded as before. In this manner I soon reached the open ground.

Being clear of the woods, I now began to consider the probability that the vessel had been driven off by the gale. As fast as I could, I ascended a hill, from which I knew that I could see the place where the vessel had been anchored.

With a beating heart I reached the top, and all my fears were realised. The gale was still blowing upon the shore, and the surf came foaming against the rocks. But the

ship was gone ! With an anxious eye I looked over the water in every direction, but could see nothing but the rolling and restless billows.

Weary and disappointed, I sat down upon the ground, and for some time gazed myself up to the most melancholy thoughts. But after awhile I grew very hungry, and began to look about for something to eat. But I saw nothing fit for food. Our wants are often very useful ; they rouse us to action and exertion, and thereby prevent us from giving way to despair. At length, overcome with fatigue, I laid myself down, and fell asleep.

I slept for many hours, and when I awoke it was again night. I was also very much alarmed to observe, at a little distance from me, a bright fire, and at least twenty savages around it. Most of them were men, and the rest women. I was but a few rods from them, and it was impossible to think of escape.

I however remained still ; but at length a party of ten or twelve others came up the hill, and were on the point of stumbling over me. I rose up, and they rushed upon me with a loud shout. They then hurried me along to the fire, where I was immediately stripped of my hat, jacket, waistcoat, and shoes. My knife and tobacco-box were taken from me, and I was pulled about in the rudest manner.

The women, in particular, treated me in a very rough way, and seemed to manifest toward me most savage feelings. After this, several of the chiefs went aside, and talked a good deal to themselves. I supposed they were holding a council, to determine what should be done with me. I had very little doubt they would resolve to kill me, and one of them came forward with a short war club in his hand, I believe for that purpose. But another chief interfered, and my life was spared.

They then brought some meat in a basket, and they all sat down and began to eat. I knew that these people made it a practice to eat human flesh, and I have very little doubt that what they were then eating was the body of some captive taken in war. They offered me some of the meat, but I refused it with a shudder. They then gave me some potatoes, which had been roasted in the fire, and these I found very good.

After remaining here for two or three hours, the savages went away, and took me with them. We went to a village, about two miles distant, and here I was kept for two days. On the third day the storm was entirely abated. All at once there was a great bustle in the village; then the men all went off, and left me in charge of some of the women.

I had now no doubt that our vessel had returned, for

I observed that all the men ran toward the shore. I endeavoured, by signs, to inquire of the women if the vessel had come back, but I could not make them understand me.

I resolved to wait a little while, till the vessel had probably anchored, and then try to make my escape by running. After waiting about two hours, I prepared to make the attempt. Taking advantage of the moment when the faces of the women who guarded me were turned away, I sprang up, and rushed out of the cabin, or hut, in which I was confined.

It chanced that there was an old woman, with a roasted dog in her arms, outside of the hut. I ran violently against her, and she and the roasted dog rolled over and over on the ground. A great cry was now raised, and at least twenty women set out in full chase.

Accustomed to active exercise, these women ran with considerable speed. But I easily kept before them. Some of them, however, picked up stones and sticks as they ran, and hurled them at me with great swiftness. One of the stones hit my shoulder, but it did not hurt me much.

I continued my flight, and was soon at a distance from the whole pack, who, however, came yelling along behind. When I got upon the hill near the shore, I saw, with inex-

pressible delight, that the vessel was at anchor, at no great distance.

The savages, to the amount of fifty or sixty, stood along the beach ; but I resolved to rush through them, plunge into the water, and take my chance of escape by swimming. Accordingly, I set out to run down the hill that sloped to the water.

I had proceeded about half way, when the savages discovered me. Several of them came toward me, and placed themselves in a situation to stop me. When I came pretty near them, however, I turned a little aside, and passed them.

I had nearly reached the shore, when a tall savage placed himself immediately before me with a club in hand. Knowing that my life depended upon the exertion of that moment, I sprang upon him, and, striking him in the breast with both my fists, I laid him sprawling upon the ground.

You may perhaps look at Peter Parley now, and wonder how he could lay a tall savage sprawling in the dust ; but he was a stouter man then, than he is now : these locks were not so thin and gray, nor this brow quite so much furrowed.

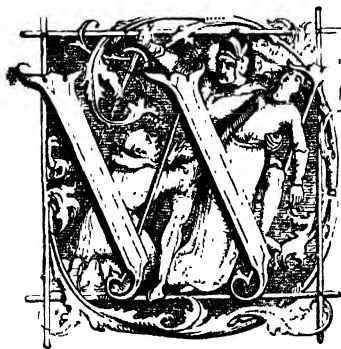
Not stopping to look round, I leaped from a rock into the water, and swam for my life. Several stones,

thrown by the savages, came plashing around me. But a boat was immediately put off from the vessel, and I reached it in safety.

CHAPTER XXX.

THE SHIP LEAVES NEW ZEALAND. MORE ABOUT THE PEOPLE.

MASSACRE OF MARION AND HIS COMPANIONS. STORY OF JOHN RUTHERFORD.



WHEN I reached the boat I was very much exhausted, and for two or three hours I could hardly speak. As soon as I got on board the ship, the sails were hoisted, and we began our voyage to England. I learned that, soon after I fell over the precipice, a considerable search was made for me; but at length night set in, and the prospect of a storm obliged the

commander of the vessel to put to sea, lest she should be driven upon the rocks.

As soon as the storm was over, he returned to the island, and thus I escaped. If I had been left with these barbarous people, it is probable they would have killed me, and eaten my flesh.

There are missionaries now at New Zealand, and they are teaching the people that it is their duty to be kind, gentle, forgiving, industrious, and charitable. It is very pleasant to know that they listen to the missionaries, and are beginning to see the advantages of being Christians, rather than savages.

I will now tell you one or two stories, which will show you the character of these islanders, and enable you to perceive how great a blessing Christianity will be to them.

A great many navigators have been sent by the English and French governments, at various times, to make discoveries in the Pacific Ocean. Captain Cook, whom I have mentioned before, came to New Zealand two or three times. Several other voyagers came here, and had considerable intercourse with the natives.

In the year 1771, a French captain, named Marion, with two ships, sailed into the Pacific Ocean.

On the 10th of February, 1772, he touched at Van

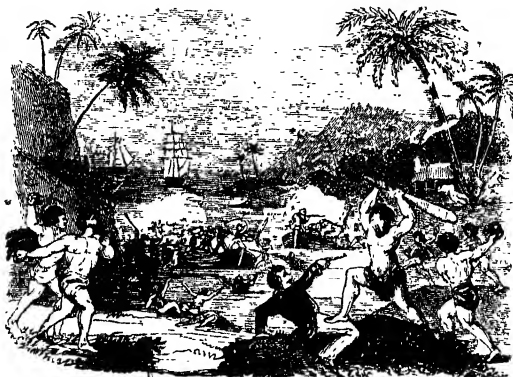
Diemen's Land, and proceeding eastward, he reached New Zealand on the 24th of March following.

It was some time before he found a place where he might approach the shore in safety. But, at length, he cast anchor near the south-eastern part of the northern island. The natives then came off to the vessels, and the most friendly intercourse with them commenced. .

The French officers and men went ashore, and visited the villages, and were everywhere received with the greatest kindness. Marion himself was treated with particular attention. Such, indeed, were the apparent friendship and hospitality of the savages, that the French people had no idea of danger.

But, on the 12th of June, Marion went on shore, taking with him sixteen persons. The evening came, and they did not return. This made the people on board the ships a little uneasy, but they waited till morning. Still Marion and his party did not come back. Then a boat was sent ashore with twelve men. They were received by the natives with every mark of affection. But when they were a little separated, the savages suddenly fell upon them, threw them upon the ground, and beat out their brains with their war-clubs. One of the twelve only escaped. In the confusion, he ran to some bushes, and hid himself there.

From his hiding-place he saw the dead bodies of his companions cut up into pieces, and divided among the



people, who carried them away. He then ran down to the water and swam to the ship, and gave an account of these horrid deeds.

The people in the ships had now no doubt that Marion and his companions had been murdered. Accordingly, a boat with a number of armed men was sent ashore to give notice of what had happened to about sixty Frenchmen, who were cutting down wood for the ship.

As soon as the officer who commanded them heard of

it, he led his men away to the boats. They were followed by a multitude of savages, yelling and shouting in the most frightful manner. When the Frenchmen got on board their boats, there were at least one thousand of the natives crowded on the beach, ready to rush upon them. But the Frenchmen pushed off into the water, and then they loaded their guns and fired among the rabble.

Stupefied and astonished, the savages stood still, and a great many of them were killed.

Soon after this, the French sent a strong party ashore, to make a search for Marion. They went to a village where Tacouri, a chief, lived. They saw him running away with Marion's cloak over his shoulders. They went into his house, and there they found pieces of human flesh, some of which were roasted. They also found some articles belonging to Marion and his friends. * You see what dangers those who go abroad have to run.

Having burnt this village, and some others, they returned to the ships, and on the 14th of July they sailed away. They named the place where these dreadful things happened, the Bay of Treachery.

I will now tell you the story of John Rutherford. He was born at Manchester, in England, in 1796. He went to sea when he was very young, and made a number of voyages. Being on board an English vessel at Hawaii, he

was taken sick on one of the Sandwich Islands. When he got well, he entered on board an American vessel called the Agnes.

After touching at several places, the vessel arrived at New Zealand, in March, 1816. She finally put into a place called Poverty Bay, on the south-eastern part of the northern island. As soon as the vessel had dropped anchor, a great many canoes came off to the ship from every part of the bay, each containing about thirty women, by whom it was paddled. Very few men made their appearance that day; but many of the women remained all night, employing themselves chiefly in stealing whatever they could lay their hands on: their conduct greatly alarmed the captain, and a strict watch was kept during the night.

The next morning one of the chiefs came on board, whose name, they were told, was Aimy. He was in a large war canoe, about sixty feet long, carrying above a hundred of the natives, all provided with quantities of mats and fishing-lines. These were made of the strong white flax of the country, with which they wished to trade with the crew.

The captain made an arrangement with this chief, to go ashore with some of his men, to fill some casks of water, which the people on board the ship wanted very much. While he was gone, the natives brought on board a number

of pigs, and at the close of the day above two hundred had been purchased, with a quantity of fern root to feed them on.

During the night the thieving was renewed, and carried to a more alarming extent, for it was found in the morning that some of the natives had not only stolen the lead off the ship's stern, but had also cut away many of the ropes, and carried them off in their canoes. It was not till day-break, too, that the chief returned with his second cargo of water; and it was then observed that the ship's boat he had taken with him leaked a great deal; on which the carpenter examined her, and found that many of the nails had been drawn out of her planks.

About the same time, Rutherford detected one of the natives in the act of stealing a piece of lead, "which, when I took from him," says he, in his book, "he grinded his teeth, and shook his tomahawk at me." "The captain now paid the chief for fetching the water, giving him two muskets, and a quantity of powder and shot—arms, ammunition, and iron tools being the only articles these people will trade for.

"There were at this time about three hundred of the natives on the deck, with Aimy, the chief, in the midst of them; every man was armed with a green stone, slung with a string around his waist. This weapon they call a

'mery ;' they use it for the purpose of killing their enemies by striking them on the head.

"Smoke was now seen rising from several of the hills ; and the natives appearing to be mustering on the beach from every part of the bay, the captain grew much afraid, and desired us to loosen the sails, and make hasty work to get our dinners, as he intended to put to sea immediately. As soon as we had dined, we went aloft among the sails. At this time none of the crew were on deck except the captain and the cook, the chief-mate being employed in loading some pistols at the cabin table."

"The natives seized this opportunity of commencing an attack upon the ship. First, the chief threw off the mat which he wore as a cloak, and, brandishing a tomahawk in his hand, began a war-song, when all the rest immediately threw off their mats likewise, and, being entirely naked, began to dance with such violence, that I thought they would have stove in the ship's deck."

"The captain, in the mean time, was leaning against the companion, when one of the natives went unperceived behind him, and struck him three or four blows on the head with a tomahawk, which instantly killed him. The cook, on seeing him attacked, ran to his assistance, but was immediately murdered in the same manner. I now sat down with tears in my eyes, and trembling with terror."

I next saw the chief mate running up the companion-ladder, but before he reached the deck he was struck on the back of the neck, as the captain and the cook had been. He fell with the blow, but did not die immediately. A number of the natives now rushed in at the cabin door, while others jumped down through the skylight and others were employed in cutting away some of the rigging.

"At the same time four of our crew jumped overboard off the foreyard, but were picked up by some canoes that were coming from the shore, and immediately bound hand and foot. The natives now mounted the rigging, and drove the rest of the crew down, all of whom were made prisoners. One of the chiefs beckoned to me to come to him, which I immediately did, and surrendered myself.

"We were then put all together into a large canoe, our hands being tied; and, the New Zealanders searching us, took from us our knives, pipes, tobacco-boxes, and various other articles. The two dead bodies, and the wounded mate, were thrown into the canoe along with us. The mate groaned terribly, and seemed in great agony, the tomahawk having cut two inches deep into the back of his neck; and all the while one of the natives, who sat in the canoe with us, kept licking the blood from the wound with his tongue.

“ Meantime, a number of women who had been left in the ship had jumped overboard, and were swimming to the shore, after having cut the vessel’s cable, so that she drifted and ran aground on the bar near the mouth of the river. Many of the canoes went to the land loaded with plunder from the ship ; and numbers of the natives quarrelled about the division of the spoil, and fought and slew each other.

“ While all this was going on, we were detained in the canoe ; but at last, when the sun was set, they conveyed us on shore to one of the villages, where they tied us by the hands to several small trees. The mate had expired before we got on shore, so that now there remained only twelve of us alive.

“ A number of large fires were kindled on the beach, for the purpose of giving light to the canoes, which were employed all night in going backward and forward between the shore and the ship, although it rained the greater part of the time.

“ About ten o’clock in the morning the savages set fire to her, after which they all mustered together on a piece of ground near the village, where they remained standing for some time ; but at last they all sat down except five, who were chiefs, for whom a large ring was left vacant in the middle. The five chiefs, of whom Aimy was one, then

approached the place where we were, and, after they had stood consulting together for some time, Aimy released me and another, and, taking us into the middle of the ring, made signs for us to sit down, which we did.

“In a few minutes the other four chiefs came also into the ring, bringing along with them four more of our men, who were made to sit down beside us. The chiefs now walked backward and forward in the ring, with their merys in their hands, and continued talking together for some time, but we understood nothing of what they said.

“At length one of the chiefs spoke to one of the natives who was seated on the ground, and the latter immediately rose, and, taking his tomahawk in his hand, went and killed the other six men who were tied to the trees. They groaned several times as they were struggling in the agonies of death, and at every groan the natives burst out into great fits of laughter.

“We could not refrain from weeping for the sad fate of our comrades, not knowing, at the same time, whose turn it might be next. Many of the natives, on seeing our tears, laughed aloud, and brandished their merys at us.”

Such is the account that Rutherford gives of this dreadful affair. He then proceeds to relate how the bodies of his dead companions were roasted and eaten by

the savages. After this he was taken into the interior of the island, where he was kept in captivity for ten long years. Some of his companions were killed, but the fate of the rest he did not know.

He was tattooed like the natives, and conformed as well as he could to their manners and habits, so that he might save his life. At length they made him a chief, and he married Aimy's two daughters. Still he was anxious to leave the island and return to his native country.

In January, 1826, he escaped on board an American brig, and, two years after, he reached England, and returned to his native town. He then published an interesting book, giving an account of his adventures, from which I have taken the preceding story.

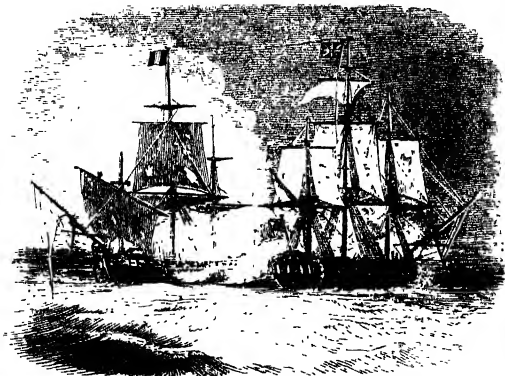
CHAPTER XXXI.

PARLEY RETURNS TO AMERICA.

THE adventures of John Rutherford, which I have just told you, are very interesting; they will help you to form an idea of the strange people among whom he was a captive.

I must now finish my own story. The British ship, in which I returned, after leaving New Zealand, sailed directly for England. We had nearly reached the English Channel, when a French vessel of war was seen at no great distance.

England and France being then at war, the two vessels approached each other, and began to fight. The cannon made a tremendous roar. The two vessels were very much cut to pieces by the cannon-shot; many men were also



killed on both sides. The deck of our vessel was, indeed, slippery with blood.

But the French vessel was finally beaten, and we took

her along with us to Portsmouth, in England. I remained in England but a short time, and soon found an opportunity to return to my native country in an American vessel.

CHAPTER XXXII.

ADVENTURES OF JAMES JENKINS.



YOU remember, I dare say, how we parted with James Jenkins, on the north-western coast of North America. You will recollect that he, with another sailor, was coming to our ship in a boat, when a storm arose and night set in, and we saw them no more. We supposed them drowned; and, during my long voyage in the Pacific, I mourned over the loss of my friend, at times, having no doubt that he was dead.

After my return I determined to go to sea no more, for there was no necessity that I should go, a relation having died while I was abroad, leaving me a little matter of property, enough to find me a crust all my future days ; besides, the unhappy result of my last voyage had given me a dread of the sea. I had, therefore, become a landsman, living in this small house in my native town, where we now are.

Whether I kept my resolution to go to sea no more, you will learn from the tales that I have yet to tell you.

I was sitting by the fire one day, when a sailor, whom I had never seen before, entered my house. Having inquired my name, he then proceeded to tell me the following story :—

“ I was a sailor on board a whaling ship, bound to the northern parts of the Pacific Ocean. We were on the western coast of North America ; when, having occasion for wood and water, we anchored near the shore, for the purpose of obtaining supplies. I was sent, with several men, in a boat to the land.

“ While we were engaged in cutting down some trees, we saw, at a considerable distance, two men running toward us, pursued by as many as fifty Indians. As we had left our arms in the boat, we immediately ran, jumped into it, and put off from the shore. The two persons

soon came to the shore ; and one of them jumped into the water, and began to swim toward us. The other was seized by the Indians on the beach, as he was in the act of jumping into the water also.

“ The man who was in the water, seeing that his companion was taken by the Indians, immediately swam back to the shore ; and, seizing a large stone, he hurled it at the Indian who held his companion, with such force as to knock him down upon the sand. The next instant the two men jumped into the water, and swam toward the boat. We rowed toward them ; and, at the same time, the men on board the boat fired one or two shots among the Indians. They, however, discharged a shower of arrows at the men in the water.

“ We took the two individuals on board. One of them, whose name was Jenkins, had no less than four arrows in his body, when we took him into the boat. One of these had passed entirely through the fleshy part of his arm.

“ The two men now told us their story. They said they had belonged to the ship *Beaver*, which had come to this shore on a trading voyage ; but they had been separated from her in a gale of wind at night, as they were going to her from the shore in an open boat. The vessel, they informed us, had gone to sea, while they were driven

back to the shore, and their boat was dashed to pieces upon the rocks.

“They fell into the hands of the Indians, who had kept them in captivity for eight months. Seeing our boat approach the land, they suddenly broke away from the Indians, and, by running with all their strength, they had escaped in the manner we had seen.

“We now went with our boat to the vessel ; and the two men were received and kindly treated by the captain. They had worn out their clothes, and were dressed in the



skins of wild animals. The captain gave them some new clothes, and they became sailors on board our ship.

"I afterwards became very well acquainted with Jenkins. I liked him very much. He had had a great many adventures, and he told me about them all. He told me a great many things about the Indians, among whom he had been living. He said that most of them had their heads flattened in a very curious manner, by placing them between boards, when they were children. They lived in low-built houses, partly under ground. Their chief food was fish; and if it smelt what we should call badly, they liked it so much the better.

"In a few days our vessel sailed and proceeded on her voyage. We went far to the north, and at length came near to Behring's Straits. The sea was here nearly covered with immense islands of ice; but we pretty soon began to find whales, and in a short time we caught several.

"We had a method of harpooning whales, in our time, which is now growing common. Instead of throwing the harpoon with the hand, we used to shoot it from a small cannon.

"After we had taken several whales, and obtained a large quantity of blubber, we went to land, and melted it down, and put the oil into casks, of which we carried a large number for the purpose.

"Having done this, we again set out to catch whales. We continued in this business about eighteen months. In

summer we went far to the north, and several times entered Behring's Straits. We crossed quite over to the opposite continent; and, in one instance, we touched at



Kamtschatka. I have never seen anything so wonderful as the mountains there. They rise up suddenly from the plain, to a most amazing height. Their tops are always covered with ice and snow; but they contain the craters of volcanoes, and several of them, by night and day, constantly send forth great volumes of fire and smoke.

“As we were sailing upon the water, at night, these

Where is Kamtschatka?

fires formed a very grand sight. They seemed to be in the sky ; and their red light, being shed upon the mountains, gave to them a very sublime appearance.

“ I went ashore, for a short time, at Kamtschatka, and there I saw some of the people, and observed their mode of life. Their country being very cold, they cover themselves with furs. They have sledges drawn by dogs. They have houses covered with turf, but without chimneys : they make a fire in the middle, and the smoke goes out of a hole at the top. The houses for winter are made partly under ground ; those for summer are raised upon high stakes.

“ After we had been about a year and a half engaged in the fisheries, our vessel set out to return. Our voyage was attended with nothing remarkable, till we had doubled Cape Horn, and we were in the latitude of Buenos Ayres. Here we met with a gale of wind, which carried away two of our masts. To repair the damage done to our vessel, we were obliged to put into a port near Buenos Ayres.

“ While we were there, a brig arrived at that place, which was going on a sealing voyage ; that is, to catch seals. The mate had died on his passage, and the captain of the brig offered the place to Jenkins. This he accepted ; and, with the consent of our captain, I also shipped on board the brig.

“We soon set sail, and went to the Falkland Isles, which lie several hundred miles to the east of Patagonia. These islands are very barren and dreary. The weather is very cold, and nothing grows upon them but coarse grass. They are very rocky and mountainous, and no people live there. We found a good many seals along the shore, which came out from the water to sleep, or otherwise enjoy themselves.



‘We used to lie concealed, and then rush upon the

Where is Patagonia? Where are the Falkland Islands, or Isles?
What do they produce? Are they inhabited?
Are there seals upon the shores of the Falkland Islands?

seals, and kill them with clubs. Some of these seals are quite large, and one of them was a good match for a man. When beset, they would fight desperately. We had a good many smart battles with them. Three or four of the men were considerably wounded by their teeth.

“ We once found a large cave, where the seals went at night. Several of us entered this cave with torches ; and, I believe, we killed as many as thirty of them at one time. I found it the best way to strike these creatures on the nose : a slight blow on that part was sure to kill them.

“ After we had got all the seals we could at the Falkland Isles, we went to the South Georgian Isles. Here the land was almost constantly covered with snow and ice. Nothing can be more dreary than these places. There are no trees upon the land ; no people can live there. There are no land animals, and only a few solitary birds. But we found a good many seals ; and here we remained three or four weeks.

“ We then went further south, and came to some more

How are seals easily killed ?

Are the South Georgian Islands near the Falkland Islands ? What is their condition ? In which hemisphere, south or north, are the Falkland Islands, and the South Georgian Islands ? In which hemisphere are Behring's Straits, the northern or the southern ?

islands, whose names I do not know. It was quite as cold here as at Behring's Straits, in the opposite hemisphere; great and lofty islands of ice were floating in the water, and several times we were very near being wrecked upon them.

"At length, having obtained a large number of seal-skins, and a considerable quantity of seal oil, we set out to return. We had a good voyage, and soon arrived in the latitude of the West Indies. Here we had a dead calm for several days. The water was as smooth as a looking-glass.



"It was very warm, and several of the men went in to

bathe. Among the rest was Jenkins. While he was swimming about, some of the men who were in the boat saw a shark, near the surface of the water, pursuing him. They called out to him, and he swam, with all his might, toward the boat. He had just reached it, and they were pulling him in, when the shark seized one of his legs and bit it off close to his body.

“He was taken on board the vessel; everything was done for him that could be done. The poor fellow bled so very much, that he grew faint. He felt that he could live but a very short time. He beckoned to me, and I sat down by him. He could not speak loud, but he told me his last wishes.

“‘Go,’ said he, ‘to my friend, Peter Parley. If my good old mother is living, let her have what little property I have in the vessel, with my share in the cargo. Would to God I could see my dear mother once more! I wish she could be here to pray for me; but perhaps she is not living. It is two years since I have seen her. If she is not living, tell Parley to take the property himself. And now, my friend, God bless you. I have but a few minutes to live, and I wish to ask forgiveness of Heaven for all my sins.’

“The poor fellow then closed his eyes, and seemed to be absorbed in prayer for some time. He was then taken

with convulsions, and in a short time died. He was a brave fellow, and I loved him with all my heart."

Such was the story that the sailor told me. As he closed it, the tears ran down his rough cheeks, which he wiped away with his hand, as if ashamed of them. I need hardly tell you that my own tears flowed with his. Jenkins was a good man. He was very honest, and used to give all the money he earned to his mother. He was my best friend, and his sad death grieved me to the heart. I wish that I could have seen him once more before he died.

His mother, though a very old woman, and though very poor, was still living. I had the joy of seeing her in possession of the property. I was thankful for the kind intentions of my friend. For my part, I get along very well, and have no need even to wish for the poor woman's pelf. In all things, if I have had misfortunes in life, I have likewise enjoyed many blessings. I hope I may never murmur at the one, nor cease to be thankful for the other.

CHAPTER XXXIII. .

PARLEY TELLS OF THE GREENLAND, OR COMMON WHALE.

PARLEY TALKS, AS BEFORE, OF THE BRIGHT APPEARANCES
IN THE SEA.

It is now time that I should go into a more particular account of whales and other fishes.

The Greenland, or common whale, is an animal of vast circumference, even in proportion to its length. It lives wholly upon animal food, of which it devours large quantities ; this food consists only of the minutest creatures of the sea ; which it is enabled to catch and strain from the water, by means of that bony apparatus in



its mouth which, after its death, supplies the whalers and their customers with whalebone. This kind of whale, called the Greenland whale, belongs chiefly to the Green-

land seas, or at least to the northern parts of the Atlantic Ocean, and is the fish most commonly spoken of by the name of *whale*. By the fishermen it is called the Bone-fish, because it produces whalebone; and because they can thus distinguish it from the spermaceti whale, which produces no whalebone, but the substance called *spermaceti*.

If you were once to see a whale in the wide ocean, you would greatly wonder that fishermen should be bold enough to attack such a huge creature; but God has given power to man, over the birds in the air, the animals on the land, and the fishes in the sea.

A voyager relates that, being close upon Tencriffé, on a morning at the latter end of the month of May, the sea was covered with very minute particles, appearing like dust or shakings of hemp. Having obtained some of this matter in a vessel, he found it to be composed of very small worms, extremely slender and delicate, and about the hundredth part of an inch in length. The worms were of a brown colour in general, and pointed at each extremity; and had a slight bending motion, at times.

The water from which he took these worms contained,

What is the common whale? What is its food? Why do the whale fishers call it the bone-fish?

What did a voyager observe upon the sea close to Teneriffé, at the latter end of the month of May?

too, a few hairy round balls, about the size of a pin's head, which opened and shut, having a bright glistening speck in their centre.

Besides these, there were also some little red hair-like worms, forked at one extremity ; and some sea insects, of a chocolate colour, about the size of a pea.

There is a grand microscope at the Polytechnic Institution, in London, which magnifies the small insects found in water more than three million times their natural size. Peter Parley would like to see these insects through such a microscope as that.

Captain Flinders, on his voyage to Australia, observed similar minute creatures, covering a considerable portion of the sea.

Captain Chandler, in 1766, remarks, that "in some parts of the sea are parcels of matter of different colours, sometimes red, sometimes yellow, floating on the surface. It appears like the sawdust of wood."

It is on these and other living creatures of the sea, no larger in size, that the Greenland or common whale

What minute insects are found in the sea ?

What has Captain Flinders observed ?

What did Captain Chandler observe ?

Are these minute insects the only food of the enormous Greenland or common whale ?

principally, if not exclusively, subsists. The whale, from this cause, does not want for quantity of food ; for it swallows these creatures by hogshheads, straining the water from them between the bones and their hairy fringes which are in its mouth. "How then," says Goldsmith, "do whales subsist, and grow so fat? A small insect which is seen floating in these seas is sufficient for this supply. This is the simple food of the great Greenland whale !"

Some, however, of the numerous species of slug-like insects of the sea, which afford food to whales and other fishes, are not quite so small as the foregoing. There is a shelly tribe, abounding in the northern seas, and approaching to an inch in length. These, in spring and summer, cover the ocean to a great extent. By night, the sea, at these seasons, appears, from the multitude of these creatures, as if on fire. The drops of water, thrown from one part to another, are like flame. The light is not only very brilliant, but of all varieties of colour, red, blue, gold, and silver. It is caused by the presence of many species of these creatures, of very different sizes and classes, which come to the surface when the sea is in motion, and which shine most strongly when they them-

Are some of the minute insects luminous? What appearances do their light and their multitudes give to the sea?

selves are most agitated. They are sometimes to the depth of five fathoms, or thirty feet, in the ocean.

Langstaff, in the year 1810, in passing from Australia to China, met with slug-like creatures the size of a pin's head, in little chains, three inches long, but in such numbers that the ocean seemed like bright milk. Mr. Thomson has observed, near Gibraltar, another species of these insects of the same size, but not so numerous, and so bright that they made the sea look like melted silver. I have now given you some of the principal causes of the brightness, and sometimes flame-like, appearance of the sea.

CHAPTER XXXIV.

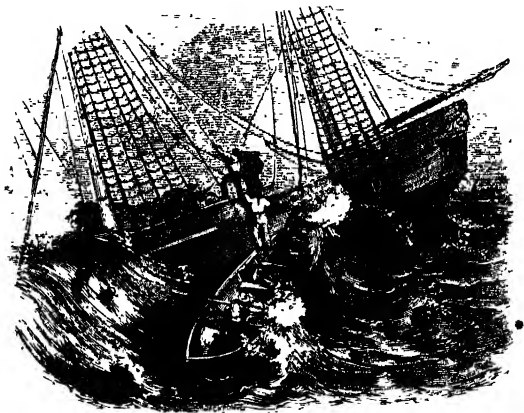
SINGULAR STORY OF A WHALE-SHIP.

I WILL now relate to you a remarkable story of a ship, which sailed for the Pacific Ocean, where she was employed some time in catching spermaceti whales.

One day, the seamen harpooned a young whale. I have told you that the affection of the whale towards its young ones is very strong. This was evinced in a remarkable manner on the present occasion.

What are Langstaff's and Thomson's descriptions?

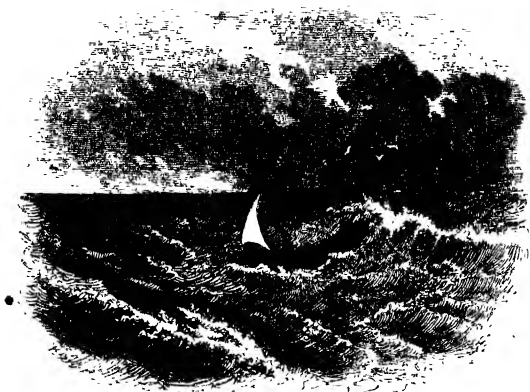
When the mother of the young whale found her young one was killed, she went to some distance from the ship, and then, rushing through the water, came against the stern of the vessel with the greatest violence. So great was the force of the shock, that several of the timbers were loosened, and the vessel pitched and reeled on the water, as if struck by a whirlwind.



Nor was the whale satisfied with this. Again she went to the distance of more than a mile, and then, shooting through the waves with incredible swiftness, came like

a thunderbolt upon the bow of the vessel. The timbers were instantly beaten in, and the ship began to fill with water. This was an occurrence which no forethought could have avoided. Scarcely had the people on board sufficient time to get into their boats before she went down.

Thus suddenly wrecked in this extraordinary manner, the poor seamen were now on the wide water in open



boats. If the whale had come against them in this condition, they would all have been drowned. But they saw no more of the whale.

For a long time they were out upon the sea, and they suffered very much from fatigue, want, and anxiety. There is no situation more dreadful than that of seamen thus exposed upon the waves. If a storm arises, they are liable every moment to be swallowed up. If they do not soon meet with some vessel that will take them aboard, or get to some port, their food is exhausted, and they die of famine or thirst.

In the present instance, the captain and his men were a long time upon the sea, and they suffered a great deal from the want of food and water. But at length they met with another vessel, and were all taken on board. Finally, they reached their native country; and the mate of the vessel published an account of these remarkable adventures. She was a Nantucket whale-ship, called the Essex; Pollard, master; and her voyage was about the year 1820. A large number of whale-ships have since navigated these seas, and have taken many, both old and young whales; but your old friend has never heard of a similar accident happening to any other ship.

CHAPTER XXXV.

PARLEY EXPLAINS ABOUT WHALES. "IS THE WHALE A FISH?" BREATHING OF WHALES, ETC.

THE story of the whale and the American whaling-ship, Essex, which I told you in my last chapter, is one of the most remarkable that we have upon record concerning whales. The prodigious bulk, and strength, and swiftness of the larger species of whale are well known; but, in that story, besides all those qualities, we find what supposes in the whale, as well the sense of injury as the desire of revenge, the sagacity to meditate it, and the power to accomplish it; and leaves nothing doubtful, except whether the whale took the ship itself for its enemy, or only attacked the ship as its means of destruction of the crew.

You are to understand, however, that the kind of whale belonging to this story is a very different fish from the Greenland or common whale, of which I told you in the narrative of the cabin-boy, George Gordon; and

Of what kind was the whale in the story of the ship Essex?

which the whalers call the *bone-fish*, because they obtain from it the whalebone, from the part and in the manner which I described. You are never to think that *whalebone* has anything to do with those large *ribs of the whale* which you sometimes see set up as arches, and which naturalists used to mistake for ribs of *giants*!

The whale (as you will have observed in this story) was a Cachalot, or spermaceti whale.

There are many kinds of whales, though all the kinds agree in this, that, while they are fishes—because they live wholly in the water, swim in it, and have every general resemblance to other fishes—yet they have flesh and blood, and bone, like land animals; their blood is red and warm; they suckle their young with their milk; and they do not breathe by means of gills, but have lungs like land-animals, and are obliged to come to the surface of the water, in order to breathe atmospheric air, like land-animals also. On this account some people are doubtful whether it is right to call a whale a fish. I am not, however, learned enough to decide the question. Whales go, at times, great depths in the water, as you shall hear.

It is said, that once, when a whale was harpooned

Are there many kinds of whales? Are whales fishes?

What is related of the descent of a whale upon being harpooned?

from a boat, the fish instantly descended, dragging down with it a rope very nearly a mile long. Having let out thus much of rope, the situation of the boat's crew became highly dangerous; for they must have cut the rope, at a very serious loss of property, or have run the risk of being dragged under water. The men were desired to move to the stern of the boat, in order to counterbalance, as much as possible, by their weight, the pulls of the whale, which sometimes dragged down the bow to within an inch of the water. In this perilous situation the boat remained some time, vibrating up and down with the tugs of the whale, but never moving from the place where the harpoon was first thrown, till the timely arrival of another boat furnished it with still more rope, to give the whale its way. In this case the whale must have descended straight downwards, the moment it was struck, till it had reached the whole depth of very near a mile of rope; because, if it had pushed forward in any direction, it must have pulled the boat with it.

On another occasion, a whale, being harpooned, actually carried down with it, in a sudden plunge, the boat, with all the line or rope, leaving the men to swim for their lives. The boat was believed to have been sunk by the

What of a whale's descending to the depth of a perpendicular mile, and of the consequent danger of a boat's crew?

whale a perpendicular mile in depth ; and, upon its being recovered, upon the return of the whale to the surface, which was almost immediately, the wood of the boat, through the great pressure of the water to which it had



been exposed, was found so filled with water in all its pores (in spite of the paint and tar upon its surface), that a piece of it, thrown into the sea, sunk like a stone !

The pressure of sea-water is very great on anything

What is related of a boat dragged down a mile into the sea ?

sunk deep below the surface. The following is a common experiment on board of ships. An empty wine-bottle is closely corked; the cork is sealed; and every other care taken to secure its tightness. The bottle is then sunk to a moderate distance with the plummet-line, and yet, upon being drawn up again, it is found filled with water.

That the wood, in the meantime, is made thus heavy because of the penetration of water by means of the pressure, is to be explained from this, that the natural lightness of wood, like that of all other bodies, is occasioned by the air which, in an ordinary state, fills even its minutest pores. But the water, by means of the pressure, driving out the air and taking its place, the heaviness of the wood ensues.

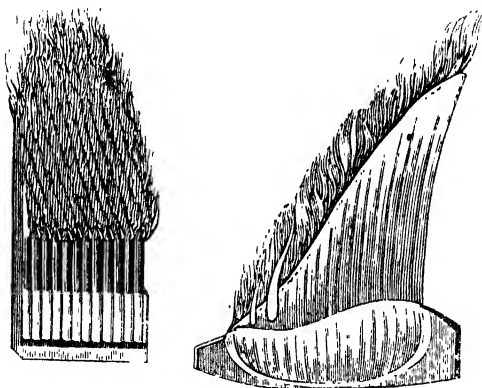
Let me make one remark on the structure of those flat fringed plates of whalebone which line the mouth of the whale upon each side. The fish catches whole shoals of small fish, as it swims along with open mouth; and upon its closing this, only the water escapes, running out at the sides of the mouth, between the plates, but so that even a minute insect, *above the size of a pin's head*, cannot pass out

What of the effect of the pressure of sea-water upon inanimate bodies?

What of the experiment of a wine-bottle from a ship's side?

What of the feeding of the whale?

with the water. When this was once explained by Mr. Scoresby to the late Sir Joseph Banks, Sir Joseph ex-



claimed, "What a capital shrimp-trap!" You are laughing at the shrimp-trap of Sir Joseph Banks.

CHAPTER XXXVI.

PARLEY TELLS ABOUT THE CACHALOT, OR SPERMACETI
WHALE.

IT was natural enough, when but little attention was paid to the structure and habits of fish, to call all large fishes by the same name; and thus every one that was seen in the ocean, of a very large size, was called a whale. An increase of knowledge has pointed out one kind of whale from another, and we now see that some are as different from others as they well can be.

Very different, in many particulars, from the common whale, is the spermaceti whale. It is comparatively slender in make; it has teeth, instead of the bony apparatus of the other; it devours much fish; and it is fierce and quarrelsome in its nature. It is of this kind of whale that you are to think, in reading the story of the Essex, whose adventure, as you will recollect, was not in the Greenland Seas, nor in the Atlantic Ocean, but in the Pacific.

The principal product of every whale-fishery is oil. The oil is obtained by boiling down the blubber; and all

Is the spermaceti whale otherwise called cachalot?

whales are provided with blubber, which to these inhabitants of the sea stands in the place of the furs of land-animals, though placed beneath their skins, instead of *over* them. But, besides oil, the common whale yields, as I have told you, whalebone.

The spermaceti whale, on the other hand, yields, besides oil, the commodity called *spermaceti*, which is used in medicine, and for the manufacture of candles of a middle quality between tallow and wax.

“Spermaceti” signifies the “sperm” of the whale; and is found in the head of the fish. When the sperm whale is killed, the hatchet is applied to the top of the head, till a space large enough to admit a man is opened, when the sperm is taken out by a bucketful at a time; and this, being first boiled and clarified, becomes that beautiful, white, flaky, soft, and oily substance which we call *spermaceti*.

How should you like to go down into a fish’s head, through a hole cut with a hatchet at the top? I should laugh to see you make the experiment.

As to the fish itself, I think that I can amuse and instruct you by relating some interesting parts of its history.

In what part of the body of the spermaceti whale is spermaceti found? Describe spermaceti.

Sperm whales are often blind. One was lately taken by a London whale-ship, both the eyes of which, judging by the substances on them, must have been deprived of sight for a considerable time. Notwithstanding this, however, the fish was quite as fat, and produced as much oil, as any other of the same size. I must explain this to you by-and-by, or you will be at a loss.

But, besides its blindness, the sperm whale is often found with such a deformity of the lower jaw, as to render it impossible for it to use its jaws in catching small fish; yet the fishes thus circumstanced are covered with as much blubber, and their blubber yields as much oil, as others.

Old whalers say that this deformity of the lower jaw is occasioned by fighting. They say that the sperm whales fight by rushing, head first, upon one another, with their mouths wide open; their object appearing to be, the seizing of their enemy by the lower jaw; for which purpose they frequently turn themselves on their sides, in this manner becoming locked together as it

What further account is to be given of the sperm whale?

Are the sperm whales often found in a state of blindness?

And with their lower jaws deformed? What causes are supposed?

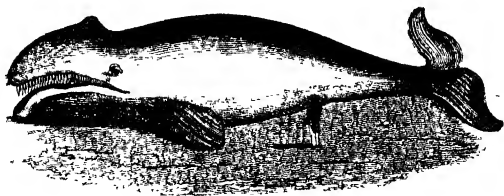
Do the sperm whales fight with each other, and in what manner?

were, and their jaws crossing each other ; in which posture they strive vehemently for the mastery. I never saw a battle of this kind myself.

Neither total blindness, nor the deformed state of the lower jaw, in this fish, appears to affect its feeding. It is likely enough that the small fish, on which it feeds, throng about its mouth and throat, invited by their appearance and their smell.

It is a well-known fact, that many kinds of fish are attracted by substances possessing a white dazzling appearance ; for not only the hungry shark, but the cautious and active dolphin, both occasionally fall victims to this partiality. This is the case too with many smaller fish, that are found in rivers and fresh water.

What is said to be the food of these large, fat, active, and powerful fishes ?



CHAPTER XXXVII.

PARLEY TELLS MORE ABOUT SPERM WHALES, AND ESPECIALLY ABOUT THEIR HEARING, AS WELL AS ABOUT AMERICAN WHALERS, AND THE FIGHTING OF AN AMERICAN WHALER WITH A SPERM WHALE.

ALL the sperm whales, both large and small, have, it is said, some method of communicating by signal with each other, upon the approach of danger, even though the distance between them may be four, five, or even seven miles! The mode, however, of their doing this is still a secret. Finally, this species of whale is never, or very rarely, seen on soundings, that is, in places which are fathomable at sea. It inhabits only the unfathomable parts of the ocean. Far away from land, it seeks its prey, produces its young, and follows all its natural inclinations. At times it approaches the shore; but only within a certain distance, and where the water is still unfathomable.

As we see that the sperm whales are so much in the

Is it said that the sperm whales can communicate with each other at a great distance?

Do they inhabit only the unfathomable parts of the ocean?

habit of rushing, in their anger, headlong at each other, and of engaging in the fiercest struggles, even to the permanent injury of their lower jaw, it will be the more easy for us to believe the account of the attack of such a whale upon the whale-ship Essex.

But I have spoken of *whalers*, that is, of sailors or fishermen who go upon *whaling* voyages, or voyages for the whale fishery. Of these, in the sperm whale fishery, and in the Pacific Ocean too, a large proportion are from North America, and particularly from New England. I picked up a book the other day, that has got in it some account of these *whalers*. It gives, too, the description, by one of them, of his own fight with a sperm whale ! Remember, both the men and their ships are indifferently termed “whalers.” This is the book that has got the whole account in it. I may as well read you two or three pages.

“Païta (a seaport of Peru) is a place of meeting, throughout the year, for American *whalers*, who resort to it to refresh their crews, to *cooper their oil* (that is, to put their oil into casks), and to fill up their supplies of vegetables and provisions. For this purpose they are allowed

What about the whale-ships, and whaling seamen, of the United States of North America, as they are seen upon the coast of Peru, or in the South Pacific Ocean ?

to sell goods to an amount not exceeding two hundred dollars, duty free; but they generally exceed the law, and dispose of certain 'ventures' at the risk of seizure and confiscation. I asked the captain of an American *whaler* in port, whether he was not afraid of being detected in these transactions? He replied, 'Why, you see, I never know how things *gets* ashore: they *will* have 'em, and I am mostly asleep when they takes 'em away. But there is no trade now. When I first came to the South Sea, in 1805, we used to get just as much as we asked for anything. Our captain had a barrel of gin fixed in the bulk-head; so, one half of it was in the cabin, and one half in the mate's room. When the people knew of this liquor, they flocked aboard with bottles and gourds; and, while the captain drew off the gin in the cabin, the mate was in his room pouring in water, so that *I guess* the barrel was sold three times full, for about six dollars a gallon!'

"*Whalers* form a distinct class. When several vessels are assembled at any of the places of meeting, the oldest captain in company is styled the Admiral. They have suppers on board one of the ships every night, to which all present are invited by hoisting a flag before sunset. I attended on one of these occasions, and was much amused by the peculiar dialect of these people.

“ ‘Come,’ said the captain, ‘take a cigar. You’ll find ’em *pretty much half Spanish*, I guess.’

“ I inquired of one who had been relating some exploits with *whales*, whether he never felt that he was in danger ?

“ ‘Why, I always think,’ said he, ‘if I have a good *lance*, the *fish* is in most danger !’

“ I asked another whether he had ever met with an accident ?

“ ‘I can’t say exactly as how I have, though I came plaguy near it once. You see we *was* off the coast of Japan, right among a shoal of whales, and all hands was out in the boats, except me and the cook. I was looking at the *creatures* with a glass, and saw one *on* ’em flirt her tail *ag’in* a boat, and it was a *caution* to see the *scatterment* she made of her ! All the boys were set a swimming ; so the cook and me jumped into a boat, and picked ’em all up. Directly, the fish blowed close to us, and I took an *iron*, and *sunke it into her*, and I know how to strike a whale as well as any man ; but the creature canted the wrong way, and I know how a *sparm* [sperm whale] ought to cant ; and, comin’ at us full tilt, with her jaws as wide open as a barn-door, bit the boat smack in two in the middle. Then she *chawed up one end on her* [took one end of the boat in her mouth] ; and by the time we got hold on the other, she came at us *ag’in*, and, making

another bite, took me by the back betwixt her teeth, and shook me as a puppy would a ball of yarn; and I guess she would not have dropped me if the mate had not come up in another boat, and *shoved in his lance* till she was sickened. As good luck would have it, we *was* all picked up without any accident; but I [have] got five of her tooth points in my back to this day.' ”*

I see that you are laughing at this account, but I dare say you do not believe it any more than I do.

CHAPTER XXXVIII.

PARLEY TELLS ABOUT THE GRASSY-SEA (SO CALLED) IN THE MIDST OF THE ATLANTIC OCEAN, AND ITS SEA-GRAPES, AND TURTLES OR SEA-TORTOISES; AND OF ANCIENT DISTANT VOYAGES.

THIS world is, indeed, a world of wonders, though, when we are accustomed to see things often, we wonder less and less at them. In going abroad we see many things for the first time, and therefore they strike us with

* Three Years in the Pacific, &c., by an Officer in the United States Navy. London, 1835.

surprise. I am now going to talk to you about that vast tract of floating sea-weed, which is one of the most remarkable features of the great wide-spread ocean. It lies in the immediate track of navigators between Europe and the western coasts and islands of the Atlantic; whether the voyage be to the West Indies or between Monte Video, in South America, and the great cape or promontory of Southern Africa; or, in other words, it extends through the whole Atlantic Ocean beneath the Tropics, and thence into both the temperate zones; or over forty degrees of latitude upon each side of the equator. A bed of weeds, all loose in the ocean, from four to five thousand miles long, is what you would hardly expect to find. I have sailed through it and through it again. The old Phœnician navigators, from their ports in the east of the Mediterranean, and so far within the Straits of Gibraltar, were accustomed to reach, in thirty days, with a favourable wind, a sea which was doubtless this very sea; and which they called the Weedy Sea. By the English, at this day, it is sometimes called the "Grassy." The Spaniards call it *El Mar do Zargosso*. It consists of two great divisions

What is the Grassy Sea? Where is it situated? What is its extent?

Were the Phœnicians acquainted with it?

What do the Spanish seamen call it?

in the watery space, both covered with the floating weed, and thence, sometimes, described as *banks*, *beds*, or *fields*; or, as some say, the *meadows of the ocean*. The weed bears a berry, from which, by sailors, it is named the Tropical Grape. It sustains myriads of sea animals, including the birds which prey upon the watery tribes; and presents, in reality, two prodigious islands, or even continents, which, though they cannot bear the foot of man, nor of the land animals in general, yet swarm with life, in the reptile, insect, fish, and feathered forms. Innumerable species of these find, in the berries and other food which they supply, an inexhaustible amount of sustenance. This closely-matted vegetation obstructs a ship in her course. It was this obstruction, united with the extraordinary appearance of the tract, which discouraged and terrified the sailors of Columbus, or at least supplied them with an argument against the attempt to sail further to the westward. It might not unnaturally seem to them, that these banks or beds of sea-weed (so unlike anything which they had previously beheld in any open sea) bespoke the approach of shallows, and of that western limit of the ocean, the existence of which they obstinately believed in; but they also assumed a religious ground, and contended that

What living creatures abound in it?

What did the sailors of Columbus think of it?

it was presumption and impiety to force a way where the Creator had interwoven the herbage to prevent a passage.

Fragments of all growths of weed are now and then thrown by the currents on the British shores, and carried even still further to the north; and it seems to be generally thought that the entire mass is derived from the action of the Gulf-stream, forcing the plant from the beds of the ocean in which it originally grew. But, when we consider how vast is this amazing tract of marine vegetable life; how ancient and how constant appears to be its existence, and the exact spot and form in which we find it (for, as to the Spanish pilots, they even correct their longitude by its situation); and the important part which it seems to fill in the economy of the surface of the globe; when we consider this, may it not be worthy of inquiry, whether fields of aquatic vegetation, with all their animated life depending, and spread over eighty degrees of latitude (nearly half the length of the meridian, as measured from pole to pole); or over two-thirds of the length of the most fruitful region of the globe—whether they have not an existence dependent only upon themselves, and not

What sea-weed composes it?

What use do the Spanish navigators make of it, in respect of the longitude?

upon the uncertain supplies of sea-weed from the Florida Gulf-stream? May not this plant vegetate upon the surface of the sea, as the mosses grow upon walls and stones, and duck-weed upon the surface of the water in our ponds and ditches? The laws of nature seem to provide for the production, in all possible situations, of the greatest possible amount of animal and vegetable life. This life appears to be its end, and all other things its means. Air and fire, earth and water, seem to have their being only that they may minister to the being and beauty of plants and animals. This is no positive proof that the plant of which I have spoken is not brought by the Gulf-stream, but only an argument, which may increase the probability that it is not. For the rest, the fixture of the mass in this particular part of the Atlantic Ocean is another subject of curiosity, and one which remains to be accounted for: either, like the mass itself, from the regular and mechanical action of the stream, or from some other influence to which that ocean must be at this part subject.

Thus, in addition to the bright appearances of the sea, I bring to your thoughts another of the features of the great deep, perhaps equally or more new to you—the existence of its “Tropical Meadows,” spread over eighty degrees of latitude!

CHAPTER XXXIX.

PARLEY TELLS ABOUT SWORD-FISHES ; ABOUT NARWHALS, NOSE-WHALES, OR SEA-UNICORNS ; AND ABOUT SAW-FISHES, A SPECIES OF SHARK.

YOU must now prepare for battles, for I am going to tell you of the sword-fish. If you had ever seen one of these creatures in the water making a thrust, you would not wish either to attack him, or to be attacked by him.

I have said that, if we could look beneath the waves, and see all that is going on among the fishes (and there is much of this kind that often really falls within the voyager's view), we should behold, among other things, the whale and the sword-fish engaged in mortal battles. But, in truth, the attacks of the sword-fish, and even of bands of sword-fishes, are said to be witnessed above the water as well as beneath it ; and besides, I ought not, perhaps, to describe these attacks as " battles ;" for the gentle whales (I mean the common, or Greenland whales) make no attack, either first or last, upon the sword-fishes, and confine all their

What is related of the common sword-fish ?

What about the battles said to be fought between whales and sword-fishes ?

efforts when attacked to an escape from the mortal foe which thus annoys them.

The sword-fish is much spoken of in the Mediterranean Sea ; but it is also spread very widely over the whole ocean. The name of "sword" has been given to it from all antiquity, on account of the tremendous weapon which it enjoys, as a *snout* ; that is, a bony termination and projection of its upper jaw, which, in all the species, has something of the form, and all of the uses, of a *thrusting* sword or pike ; and, in the species which is the most common, has sharp edges, as well as a sharp point, and is thus a *cutting* sword, as well as a *thrusting* one.

There are three or four known species of the sword-fish, and perhaps some that are unknown. Of these, the common sword-fish has a cutting as well as a thrusting sword ; while the second (or broad-finned sword-fish) differs from the first, at least in the colours and proportions of its body ; the third is the "*short-snouted sword-fish* ;" and of a fourth (the *round-snouted sword-fish*) very little is known.

You may wonder how this knowledge of different kinds of fishes has been obtained. It has not been gained by

What is it that is called its sword ?

What of the broad-finned sword-fish ?

one man going to sea for the purpose, but from the experience of very many in different parts of the world. This may, perhaps, have occurred to your own minds, but I like to make matters as plain to you as I can.

The general colour of the common sword-fish is brown, with a deep steel-blue tint over the head and upper parts of the body, and an inclination to silvery white upon the sides and lower part of the belly. One of these sword-fishes, thrown by the sea upon the coast of Carmarthen-shire, measured twenty feet in length. Its *sword* measured three feet; and its head, separated from its body, weighed seventy-five pounds.

The broad-finned sword-fish is found in the Atlantic, Northern, Indian, and Pacific Oceans, but not in the Mediterranean Sea. Its body is of a thinner and more elegant form than that of the preceding; it has a very broad back fin, and its general colour is a silvery-bluish white, except the back, head, tail, and fins, which, in the living fish, are of a deep blue, but fade into brown in the dried specimens. A friend of mine saw a dried specimen of this kind in England, at the British Museum, in a

What were the dimensions of a sword-fish cast upon a part of the coast of Wales?

Where has the broad-finned sword-fish been found?

Where is a dead specimen to be seen?

separate case, which contains, at the same time, three specimens of detached *swords*. In the same room also with this case was a *small* specimen of the common sword-fish.

The common sword-fish is very active in its movements, and greedy in its appetite. In the Mediterranean, it is said to prey in an especial manner upon the tunny, which large fish flies, at its approach in the water, like a sheep from a wolf on shore.

In the same sea, upon the other hand, the sword-fish is the object of a fishery as eager and as important as the fisheries of the cod and whale elsewhere. Like the whale, it is struck at with harpoons. Its flesh is in the highest esteem upon the coasts of Turkey, Greece, Sicily, and other countries.

Besides the bulk and the weapon of this fish, two particulars in its manners serve to make us attentive to its history. These are, its extreme hatred to the whale, and the frequency with which it is known to drive, or attempt to drive, its sword into the bottoms of the ships which it meets with at sea; an act which, as it should seem, it never completes without having occasion to

Is the common sword-fish greedy?

Does it devour the tunny-fishes of the Mediterranean?

Does it drive its sword into the sides and bottoms of ships?

repent of it, as the sword thus driven remains in the ship, and the fish escapes only by breaking away from its own sword or snout; an escape that cannot but insure its speedy famine and death. The reason for its attack upon ships is supposed to be its mistaking them for whales, into the bodies of which latter it can always thrust its snout without danger or difficulty in withdrawing it at pleasure. You may, perhaps, blame the fish for thus injuring himself; but you must remember, that he has no experience to guide him; the very first time he commits the fault, if it be one, of sticking his sword into a ship, he is punished by the loss of part of it. I mention this, that you may see how much better you are off than the sword-fish.

For my part, however, I am at present in some doubt, whether or not the habits mentioned do not belong to the broad-finned sword-fish only. The foundation of my doubt is, that ships are said never to be thus attacked in the Mediterranean, almost the peculiar sea of the common sword-fish; and a sea, also, in which at present there are no whales.

We are told, indeed, that the common sword-fish sometimes leaves the Mediterranean, and has been met with along the coast of Europe as high as the Baltic, and along that of Africa, to the Cape of Good Hope. But

the Atlantic and Northern Oceans are the proper abodes of the broad-finned sword-fish ; and I do not know that it has ever been proved that the sword-fishes attacking ships or whales are of the species properly Mediterranean.

CHAPTER XL.

PARLEY CONTINUES THE SUBJECT OF HIS PRECEDING CHAPTER.

SHIPS AND SWORD-FISHES. SWORD-FISH AND PILOT.



THE anecdotes related of the quarrelsome temper of the sword-fish (and certainly its sword was given to it to fight with !) are numerous, both as to ships and whales. Whales of prodigious magnitude, though truly peaceably disposed, are butchered without mercy. Whenever the sword-fish fails of accomplishing the death of this great animal, it is oftener because the sword is not long enough to penetrate through the thick sheet of blubber to

What anecdotes are related of one or more of the species of the sword-fish ? Is it said to make extraordinary wars with whales ? What is the reason that it does not always succeed in killing the whale ?

the vitals, than from any want of exertion on the part of the warlike assailant.

The prodigious power with which the fish is able to make his thrust, and the great strength of his weapon, are apparent from the following narration (among others), now more than a century old : “ In the year 1725, upon repairing the king’s ship *Leopard*, after returning from the coast of Guinea, a sword of some species of this fish was found to have gone, first, through the sheathing one inch ; next, through a three-inch plank ; and beyond that, four inches and a half into the firm timber. It was the opinion of mechanics, that it would require nine strokes of a hammer weighing twenty-five pounds, to drive an *iron bolt*, of similar size and form, to the same depth in the same hull ; yet the whole hole had plainly been accomplished by the fish at a single thrust ; and his sword had been of sufficient strength and toughness to overcome all the resistance of the ship’s planks and sheathing, and to bury itself so firmly as not to be drawn back ! ”

Some eight or nine years ago, one of our whale-ships, returning from the Pacific Ocean, displayed upon the outside of her hull the stump of a sword-fish’s bony snout,

What instances are there of the piercing of the bottoms and sides of ships by sword-fishes ?

which, on examination, was found to have pierced through the copper sheathing, a three-inch plank of hard wood, and the solid white oak timber of the ship, twelve inches thick—through another two-and-a-half-inch hard oak ceiling plank—and lastly, entered the head of an oil-cask, where it still remained immovably fixed, so that not a single drop of oil had escaped.

One of the specimens of detached swords of this fish, already mentioned as preserved in the British Museum, was that sent to the late Sir Joseph Banks, President of the English Royal Society, by the captain of an East Indiaman, the bottom of whose ship had been pierced through in such a manner that the sword (as may be seen in the specimen) was completely driven through, almost to its base; while the fish, as it is said, was killed by the shock. But in this, as in the preceding, and in so many other instances, the sword entirely fills up the aperture which it makes; so that, as must otherwise happen, no leak, nor consequent danger of the foundering of the ship is occasioned.

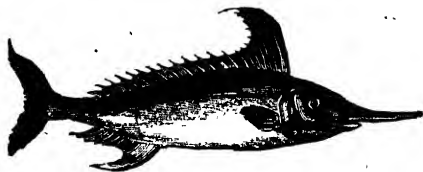
When you have thought, like most young people, that it must be a pleasant thing to go to sea, and see fine sights, though you may have calculated on a storm now

What specimens of ships' timbers pierced by sword-fishes are there to be seen in London?

and then, I dare be bound for it that you never apprehended danger from the sword-fish.

Whether or not accidents of this nature, from the assaults of the sword-fish, have ever befallen less seaworthy vessels, or vessels whose timbers were more worn, or less strong, may yet remain uncertain ; though, if we are to give full credit to the following short anecdote, the sword-fish will always so fill up the whole which he pierces, as to leave little room for alarm, even as to the slightest boat. The tale, as I have heard it, is as follows : " On a calm sunny day, as a pilot was leisurely rowing his little skiff over the bosom of the gently-swelling waves, he was suddenly roused from his quietude by the thrust of the snout of a sword-fish more than three feet through the bottom of his boat ; but, with the presence of mind common to men in his vocation, he instantly broke it off, to the level of the flooring, by a blow with the but-end of his oar ! "

What is the story about a sword-fish and a pilot ?



THE SWORD-FISH.

CHAPTER XLI.

PARLEY CONTINUES THE SAME SUBJECT, AND SPEAKS A WORD ABOUT THE DANGERS OF THE SEAS, AND THE USE OF LIGHT-HOUSES, LIFE-BOATS, BUOYS, AND DIVING-BELLS.

THESE adventures, indeed, with the sword-fishes appear to be common with the seamen of the United States. The American ship-carpenters, we are told, think it nothing at all remarkable to find points or portions of the swords in the hulls of vessels, especially such as come from South America.

There was, I am told, a further specimen of the timbers of a ship pierced through by the sword or snout of a sword-fish, in the Peel Park Museum near Manchester. It showed the sword driven through the outer and inner timbers of a copper-sheathed vessel.

Mind that what I have been saying about the sword-fishes, relates neither to the narwhals, *nose-whales*, nor sea-unicorns; nor to the saw-fishes, a species of shark.

Both of these latter fishes carry long, bony, straight-forward projections in front of their *noses*; but they are not, as happens with the sword-fishes, their very noses

themselves. You may think I am particular in describing these things ; but, whenever I have obtained a little knowledge, I have always been glad to impart it to other people. The sword of the sword-fish is the real peak of its *nose* ; for there is no pretence for calling it (as it is sometimes called) a *tusk* ; that is, a long tooth. Besides this, the *nose* or *snout* of the sword-fish is simple bone, and covered with a rough membrane or skin ; while the *tusk* or *tooth* of the narwhal (for it is not a *horn*) is really ivory, and naked, and spirally twisted. It is nevertheless true, that the name *narwhal* signifies *nose-whale*, and has been hastily applied, either because the *tusk* has been taken for its nose, or because it carries it upon or in front of its *nose*, like the rhinoceros or unicorn of the land. The likeness ends, however, here ; for the tusk of the narwhal is to be compared with the tusks of the elephant and of the walruses, and not with the horn of the rhinoceros.

The narwhal has none of the warlike propensities of the sword-fishes, but uses its long tooth or teeth (for, in some of the species, there are two tusks or teeth) only in

• Distinguish between sword-fishes, narwhals, and saw-fishes.

Does the tusk of the narwhal resemble the snout of the sword-fish ?

Is its tusk or long tooth like the tusks of the elephants or walruses ? Describe the narwhal.

self-defence, or for procuring its food among the smaller fishes and the sea-weed. Some of the species are the smallest of the whale kind; but a common narwhal, cast on shore in England, reached to seventeen feet in length, and eight in girth; and the fish is often from twenty to twenty-two feet in length, and twelve in circumference, with a tusk of seven feet and a half. The length of the head is one-fourth of the whole, excluding the tooth. The narwhals herd together in great numbers, like the porpoises, and seem to have somewhat of the manners of sheep. If driven together from fear, they sometimes wound each other with their tusks, from the confusion in which they find themselves. The narwhal of seventeen feet, which I have mentioned, came on shore at Boston, in Lincolnshire.

The saw-fish is said to be perfectly harmless, using its bony weapon and tool only in search of small food, or as the means of self-defence. This weapon is flat, instead of round; and resembles what may be called a double saw, from its being toothed along both edges.

Finally, as to the sword-fishes, the common sword-fish

What is the common size of the narwhal?

What was the size of a narwhal cast upon the coast of Lincolnshire?

What is said of the saw-fish and its saw?

is sometimes called the *Sicilian* sword-fish ; and the broad-finned sword-fish, the *Indian* sword-fish.

Though I have not yet done with the fishes of the ocean, yet, perhaps, it will be as well, here, to speak of a few other things by way of change, and then we will come back again to the fishes. The dangers of the seas are great : an accident may happen to the ship by storm, or lightning ; she may, in a moment, strike on a sand-bank, a coral-reef, or a sunken rock ; or a water-spout may overwhelm her from above. Of all dangers, however, that of striking on a rock is the greatest. To protect vessels from this calamity many precautions are taken ; blocks of wood, or empty casks made watertight, are allowed to float on the surface, while a chain, or rope, fastens them to an anchor, or a broken cannon, or anything heavy, which is thrown in the sea, and lies firmly on the bottom. These are called *buoys*. Then, again, *light-houses* are built on rocks, to warn mariners from coming near. They are built very strong, to resist the fury of the waves, and have a great light in the lantern at the top, that may be seen many miles off in the night. In my Tales about Great Britain, I shall describe light-houses, and life-boats, and diving-bells, and many other

What further names are borne by two species of saw-fish ?

things more particularly. A life-boat is so built, that it will live where other boats would be swamped directly by the breakers. It is a cheering sight to see brave fellows man a life-boat in a storm, to save the perishing, shipwrecked seamen; and when the boat draws near to the sinking vessel, the crew look upon her as on an angel sent from heaven to save them. Indeed, I think this is the proper way of looking on a life-boat; for if the God of heaven, in his mercy, did not inspire men with more than common courage, they would never face such dangers to save their fellow-men.

A diving-bell is very useful in preparing the rock to build a light-house on it, as well as in recovering property from ships sunk to the bottom of the sea; and, as I said before, I will describe it in my Tales of Great Britain. It enables a man to go down to any depth in the water, and to remain there some time, being supplied with fresh air from above, by means of a forcing-pipe: weights are placed at the bottom of it, to prevent it from turning.

Well, now let us go back to the whales. You see how I roam from one subject to another; but this is better than tiring you with one thing.

CHAPTER XLII.

PARLEY TELLS OF THE GRAMPUSES, INCLUDING THE SWORD-GRAMPUS.



MOST likely you never heard so much of whales before, as you have now heard from Peter Parley.

There is a kind of whale which is classed with the dolphin. All whales may be called dolphins, and all dolphins whales. The whole together are whale-like fishes.

It is the common opinion that there are in all four species of the whale called grampus. My opinion is, that in these mat-

Is the grampus a kind of whale?
Is it called a kind of dolphin?

ters man's knowledge must always be imperfect, on account of the slight acquaintance he has with the productions of the sea. If we could explore every part, and be able to see all the fishes of the ocean, instead of four species of grampus whales, there might be four-and-twenty.

All the grampuses are remarkable, among other things, for a large and lofty fin upon their backs; but, according to some accounts, while, in one species, the height of this back fin is equal to no more than one-tenth of the whole length of the fish, in another species that height is doubled, or equal to a whole fifth of the fish's length.

But the back fin of the grampus, besides its use in the act of swimming, is also a very important instrument (answering as a *hand*) for procuring food; and also a very formidable weapon, either for defensive or offensive war, and for the attack and destruction of powerful fishes, destined as the grampus's prey.

The fin is firm in substance, and sharp-edged; and, from its figure, is likened, in all the grampuses, to a *sword*; or, from the convexity of that figure, more especially to a *scimitar*.

The common length of the sword-grampus is from twenty-three to twenty-five feet; though this measure is

What of the sword-grampus?

sometimes exceeded ; and the fin (or *sword*) upon its back is from four to five feet high, about eighteen inches broad at its base, and gradually tapering upward to a point.

The prevailing colours of this fish are a shining brownish black upon its upper or back parts ; while the fore part of the under jaw, and a little of the belly, are white, with a remarkable streak of black upon each side, running upward from the tail nearly to the joints of the breast fins.

The species, we are told, is found about the Arctic or Northern Ocean, and particularly in and near Davis's Strait, and other parts of the coast of North America ; about the island of Spitzbergen, and in all parts of the North Sea, in Europe ; and is occasionally seen about the coasts of Holland, France, and England ; sometimes (though very rarely, but in common with other grampuses, and with porpoises) entering the Thames, and ascending that river as high as London Bridge.

In the year 1793 a shoal of six sword-grampuses came up the Thames as high as Blackwall ; where, however, many boats were speedily manned with experienced watermen, well provided with harpoons and lines. Such, however, proved to be the activity and strength of the

Have sword-grampuses been seen in the river Thames ?

species, that while five escaped their pursuers, swimming down the river again into the sea, one, though carrying in its body three harpoons, dragged the boat in which was the line attached to one of them (and which contained, besides, four men), once from Blackwall to Deptford and back; twice to Greenwich and back; and only finally died, from exhaustion, upon the strand at Greenwich. It measured thirty-one feet in length, and twelve feet in circumference.

There are many people who go from London to Greenwich; indeed they go by hundreds, and, sometimes, thousands in a day, by the steam-boats; now, if they could train half a dozen grampus whales to tow them along, they would go at a famous rate, and have no occasion for a steam-engine on board.

The sword-grampus abounds in strength and courage. One of these fishes seized upon the carcase of a whale, which several boats were towing away, and drew it, in spite of their united efforts, to the bottom. They swim in large troops, seldom fewer than five or six. They usually live upon the smaller fishes, but will attack even the largest whales, and especially pursue the younger ones; uniting in the attack, and fastening upon every

Does the sword-grampus attack the Greenland whale?

part ; one aiming at the tail, to prevent its formidable blows against the rest ; others crowding about the head ; and when the whale, spent with fatigue and loss of blood, lolls out its tongue, as it is then wont to do, seize upon it, and make it their first prey.

It should seem that the sword-grampus is the fish called by English whale-fishers *the killer* ; and by the American, the *killer-thresher* ; and that, thus, there ought to be no doubt that this is the *sword-fish* to which properly belong the stories of the battles with the whale.

I believe, in spite of what others say, that the common size of the sword-grampus exceeds twenty-five feet. One of twenty-seven feet, and one of thirty, were lately cast ashore at Waterford.

Is it called the killer, and the killer-thresher ?

Does Parley think that it is the grampus, and not the sword-fish which is properly said to have battles with the Greenland whale ?

Does Parley think that the size of the sword-grampus is usually understated ?



THE DOLPHIN.

CHAPTER XLIII.

PARLEY TELLS ABOUT THE HIGH-FINNED CACHALOT, OR SMALL-EYED, OR BLACK-HEADED SPERMACEI WHALE ; OR WHIRLPOOL, OR POT-WHALE.

THERE is still another species of fish, which has many claims to be considered the true *sword-fish*, the "enemy" of the Greenland whale. The high-finned cachalot, upon a still more tremendous scale, has all the attributes of the sword-grampus, and is the subject of similar stories. The sword-grampus, as we have seen, is very large when it reaches the length of thirty feet ; but the length of the high-finned cachalot is from fifty to sixty ! the length of its head is equal to that of the body, measuring from the back extremity of the head to the insertion of the tail ; and the largest part of the head is thirty feet round it, or equal to half the entire length of the fish. Meanwhile, in this enormous head are set eyes of the smallest size.

Perhaps you may recollect that the elephant, the largest land animal, has a very small eye.

To its large size and ugliness it adds a rapacity, a

Has the high-finned cachalot, also, been said to be the sword-fish of the northern seas ? Distinguish between the grampus and the cachalot.

vigour, a swiftness of swimming, a boldness of attack, and an appetite for the flesh of the largest fishes, particularly that of the Greenland, common, or great black whale.

The cachalot attacks, we are told, not only porpoises, but even the larger species of whales (as the *piked*, and the *piké-headed*), on which it fastens with its crooked teeth, tearing pieces from their bodies. It pursues the *young* Greenland whales, which it compels to fly for refuge through the boundless waters.

In the year 1728 seventeen of these fishes were seen at the mouth of the river Elbe, where they were mistaken by the fishermen of Cuxhaven for so many Dutch fishing-boats; and one or two high-finned cachalots, seen off the coast of Scotland, had back-fins, it is said, which resembled the mizenmasts of ships. I have something curious to tell you of these seventeen whales: you shall hear it shortly.

In truth, the whole of the spermaceti whales (for there are considered to be three species) are fearful fishes, as well for their dimensions, their appearance, as their manners. The common, or great-headed, is sixty feet long, with a head thirty feet at its greatest circumference, and from one-third to one-half the length of the body. The blunt-headed cachalot is sixty feet long, by fifteen in circumference; swims with great velocity; is bold and

daring; and, when attacked, turns upon its assailant with open mouth. The small-eyed, or black-headed cachalot, sometimes also called the great-headed, I have already described.

The great bulk of the head is common to this whole tribe of whales; and, while this head, as to its form, has been likened to a *box*, the vastness of the jaws, or mouth, seems to have suggested the name of *pot*, or kettle, or caldron; or even of *gulf*, or *whirlpool*. And what *jaws*, though not always with equal *swallows*, the whale species commonly possess, may partly be imagined from the following account of a Roaring Whale. The gullet of a fish of that species, lying dead in shoal water upon the Scottish coast, was too small to admit of its swallowing even a moderate-sized fish, yet, fourteen men together could stand upright between its jaws, and a small boat, with its crew, made good an entrance!

With respect, too, both to the quantity and the nature of their food, all the spermaceti whales are consumers quite equal to what might be expected from their bulk, and from their capacious jaws and throats. Though the

What other names are applied to the high-finned cachalot? Is it also called the whirlpool? Distinguish between the cachalot and roaring whales. What has been said of the size of the roaring whale's swallow? What has been said of the size of its mouth?

Greenland whales, with their hogshheads of minute insects at a mouthful, are as large destroyers of life as any other of the whale fishes, yet the accounts of the slaughter committed by the spermaceti whales will commonly strike us as more cruel.

In the stomach, as it is said, of the great or common spermaceti whale has been found a whole shark, twelve feet in length; and of this fish, sharks and other large fishes, besides seals and porpoises, are the habitual prey.

It is said, too, that the stomach of a whale called Nordcâpre, which had been thrown upon the coast, being opened, was found to contain six hundred codfish, a large quantity of seafowl, and many tons of herrings! The Nordcâpre, some say, swallows millions of herrings per day.

When I have seen very greedy people, devouring with their eyes everything before them, I have often thought of a Nordcâpre. Only think of six hundred codfish, abundance of seafowl, and tons of herrings!

What is said of the feeding of the cachalot?

What marvellous stories are told of the feeding of the Nordcâpre, or Iceland whale?

CHAPTER XLIV.

PARLEY TELLS MORE ABOUT THE HIGH-FINNED, CACHALOTS;
AND ESPECIALLY ABOUT THE SEVENTEEN CACHALOTS THAT
WERE CAST ASHORE AT THE MOUTH OF THE ELBE, A HUN-
DRED YEARS AGO.



FROM what I have told you, perhaps you will fall into the error of looking on all fish, which destroy one another, as cruel monsters that you ought to hate and abhor; but no creature whatever can appear to advantage, if we look at it from the side of those other living creatures whom it kills and

devours; whom it hunts, tears, pierces, drains of their blood, or swallows whole at a mouthful, in numbers more or less great. Considered thus, all creatures of prey may be called cruel, fierce, ferocious, sanguinary, and by a

hundred other reproachful names; and our own race itself is one of the last that can escape such charges. But flesh-eating creatures (the human race among them) are also, known to possess qualities, and to be capable of actions as amiable on the one hand, as the scene of slaughter seems odious on the other—even if we should add to their cruel pursuit of food, all their wars, their battles, their angry words and gestures, either in self-defence, or for selfish ends, and from selfish motives. Just as easy would it be, to paint them in amiable colours, as in those the most revolting. It happens, too often, that we consider the history of the animal world, like that of foreign nations, only under the aspects that are least favourable to them; and quite forget to bring into view the opposite and pleasant side of the picture.

It is a circumstance very remarkable, that all those water animals which have an inward structure like land animals are found to display among themselves affectionate attachments, and a depth of sensibility, at least equal to all that land animals discover of the same kind. The whales, the walruses, the seals, the polar bears, have each supplied to their historians anecdotes of affection between parent and young, and between mate and mate;

What does Parley say of whales, seals, walruses, and polar bears?

and of this affection and attachment how small a part has been seen by man, and, of that small part, how little has been recorded! What I am now going to say of the high-finned cachalot, will suggest to the minds of my young readers how much of a similar kind must be still unknown.

I have related the stranding, at the mouth of the Elbe, in the year 1728, of a shoal of seventeen of these whales. It was in the midst of a heavy storm of wind, that they were cast high upon the shore, and soon left wholly dry by the tide. The Cuxhaven fishermen, at their distant view, thought them the wrecked barks of brother fishermen. Putting to sea, and steering for the spot, they reached it, only to behold, with astonishment, even at the first sight, the seventeen carcasses of these huge fishes! If, bulk for bulk, the whales had really been sea-vessels, they found that their own barks would have seemed but as ships' boats to them, in the comparison! The gigantic masses, however, of these creatures were not the only sight that moved them. The whales were dead, but their bodies were still warm. All their heads lay to the northward, for in that direction, by an element still mightier than they, they had all been thrown. Of the

What more does Parley tell about the high-finned cachalots that were stranded at the mouth of the Elbe?

seventeen in number, nine were males, and eight were females. One of the males, therefore, was without a female. Perhaps he had lost the one who attended him in the same storm, or in some other manner. But of the eight couples in addition, each consisted of a male and female, dead, side by side ! If you had seen this affecting sight, should you not have been sorry for the poor whales ? The fishermen of Cuxhaven had braved the raging of the waters and the whistling of the winds, and steered their keels over the billows, and waded through the shoal water to the sands, and beheld, at last, these monstrous remains of living creatures, little prepared to close the whole with so affecting a spectacle ! It might be daring, indeed, to say, of these rude pairs, which appear so unlovely to us, that “in their lives they were lovely ;” but this, at least, was true—that “in their deaths they were not divided.”

It is fitting, my little friends, that you should hear of things like these ; and especially so in the midst of our accounts of creatures that, under many views, are really terrible and hideous. It is fitting you should know that the creation of God is not a creation of monsters ; or, at least, you should know its monsters are none of those un-mixed creations of evil, which sometimes ignorance and prejudice present to the mind.

Forget not Peter Parley's remark, that the world has no real monsters ; no creatures, in all things, and under all views, evil ; and, were you creatures of that sort yourselves—were you without all good affections, instead of being like anything else in the world, you would be alone, and the sole monsters ! The fisherman that, with his harpoon, kills the whale, his mate, and her young one, is a monster in respect of whales, and in his vocation ; and yet the same fisherman is a dutiful son, and an affectionate brother, a tender husband, and a doting father at his home ; and so the spermaceti whale, monstrous in bulk and figure, greedy, fierce, and turbulent, has yet his tender feelings, his sagacious habits, and his strong attachments !

What moral does Parley draw from his story of the cachalots ?



THE PORPOISE.

CHAPTER XLV.

PARLEY FINISHES HIS REMARKS ON WHALES.

I BEGIN to think that you have had quite enough about whales, and, therefore, I will bring my account of them to a close. All God's creatures are interesting to me, and this circumstance may perhaps sometimes lead me to dwell upon them longer than is pleasant to my young friends; I will, however, say but very little more about whales.

Now and then, I have told you some marvellous tale current in the world, which I knew was not true. This I have never done to deceive you, but only to put you in possession of some of the absurd notions which gain credit in the world. It is well to know what is true, and it is well to know what silly tales pass with credulous people for truth.

I will here give you a wonderful story of a large fish called Orca, which had a high fin on its back. If you can believe the marvellous account, you will do what was never yet done by me. Some merchant-vessels had been wrecked in the storm, on their voyage back from Gaul, laden with hides. The orca, it is said, had followed the

wrecks, attracted by the hides; but, in reality, had perhaps been stranded like the vessels themselves. This large fish being upon the shore, dug itself, by its struggles, a deep hollow in the sand; while, above the shallow water in which it still lay, its back stood up in size and appearance like the bottom of a ship. As this happened at a Roman seaport, the Roman emperor, whose name was Claudius, at the head of his guard embarked in certain galleys, and, with this well-manned and warlike fleet, was fortunate enough to be able to surround the orca, subdue, kill, and make it a complete capture; though not without the loss of one galley, which was swamped by the water that the fish threw from its spout-holes. What a story for the Roman cockneys! As for me, I look upon this Roman story to have no more truth in it than the tale of the Roman army being stopped on its march, amid the sands of Africa, by a mighty serpent.

This exploit of the Emperor Claudius ought to be compared only with that of Sir Guy of Warwick, who,

What is the story about Claudius and the orca?

What does Parley say about the story of Claudius and the orca?

Does Parley compare it with the story of the serpent which stopped the Roman army in Africa?

Does Parley laugh at both the stories? Does Parley compare the exploit of Claudius with that of Sir Guy of Warwick?

English people say, killed a land-monster, called the Dun Cow, of Dunmore Heath. Sir Guy had slain, in his time, a giant and a dragon; but these actions were not equal to that of killing the dun cow. The old ballad says,

“ On Dunmore Heath, I also slew
A monstrous wild and cruel beast,
Called the Dun Cow of Dunmore Heath,
Which many people had opprest !”

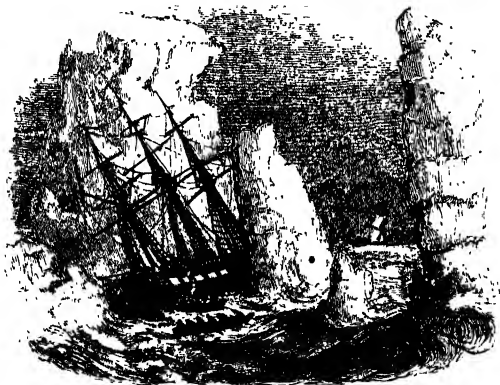
The fishery of the black or Greenland whale gives employment to several thousand British seamen, and to a large amount of shipping, with its shipwrights, sail-makers, and numerous other people ashore; and, taking the last twenty years all together, has annually produced between eleven and twelve thousand tons of oil, and from five to six hundred tons of whalebone.

At present, however, the fishery has greatly declined. Driven away by the continual persecution of the fishermen, the whales have fled from all the accessible parts of the Spitzbergen Sea, where it was formerly not unusual to see from sixty to seventy sail of British vessels in full employment during the season.

After the desertion of the Spitzbergen Sea, the east side of Baffin's Bay, as far as lat. 72° north, still afforded, for a few years, the capture of whales of considerable size.

Still, however, retreating westward, before the harpoons of their pursuers, the whales next withdrew beyond what was till lately considered the impenetrable barrier of ice, which occupies the middle of Baffin's Bay.

In 1818, the supposed barrier was sailed through by an expedition for the discovery of the North-west passage ; and thus the further haunts of the whale, and nurseries of its young, were laid open to the fishers, who speedily



followed the discovery-ships, and made large profits, for a time, in their new scene of action. Those profits, in one year, have been more than sufficient to repay

England for its expenses in all the expeditions that have been sent.

But the black whale is even still retiring from the seas visited by the fishermen, and it may become necessary to fish for whales in still colder latitudes.

The ice has latterly come much further down from the northward than has been known for the last twenty-five or even thirty years. Several English ships have been surrounded by it; and fears were entertained that their crews would perish, not so much from cold, as from famine. Attempts were made to convey stores to them from England.

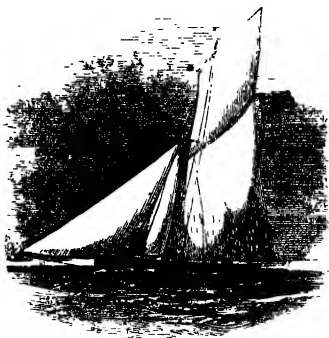


CHAPTER XLVI.

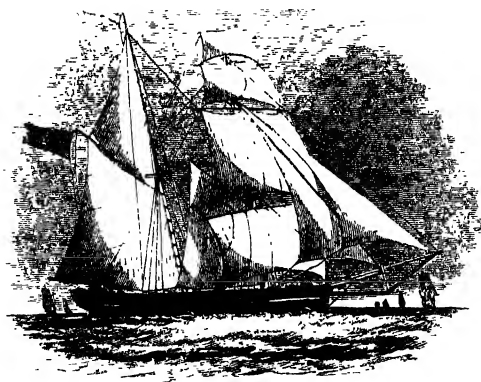
PARLEY TELLS MORE ABOUT VARIOUS KINDS OF SEA-VESSELS.
ABOUT YACHTS. THE YACHT CLUB. ABOUT GALLEYS AND
HULKS.

I MUST here make a change in the account I am giving you, lest you should grow tired. A little variety suits us all. If we were always to sit down to the same dish, we should not like it, however excellent it might be : it is exactly the same with a story too long dwelt upon.

I have now done with whales, and with all things which prey upon whales ; and will return (as I gave you reason to think I might) to some other kinds of sea-vessels than those which I before mentioned. I said, for example, that I might have talked of CUTTERS, and I will do so now. I will show you the figure of a SAILING-CUTTER ; for cutter is also the name given to



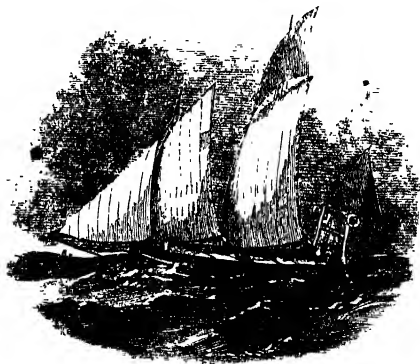
different kinds of light boats intended only for rowing. All cutters are so called because they “cut” the water by the sharpness of their build, and lightness of their own weight, and of what they carry; and by means of the many oars, or many and large sails, which are employed in assisting their progress. Sailing-cutters are built to sail swiftly, in order to carry despatches, pursue smugglers, and perform other services which require despatch. O how some of them cut through the waves!



I have shown you a brig, and here is a BRIGANTINE.

This is a very handy rig for a vessel of light draught of water. Brigantines sail quickly, and are easily managed.

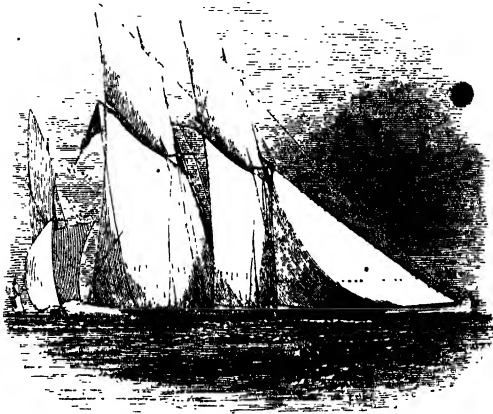
A LUGGER is a small vessel, which carries three masts, and a running bowsprit. Its sails are of a peculiar



description that are called "lug sails," and above which it has sometimes topsails. Do you think that you should know a lugger now when you see one? I hope you will.

YACHTS are small ships, with one deck, designed either for state or pleasure ; sometimes they have only one mast, and yet carry four, eight, or twelve guns, and thirty or forty men. The English Yacht-Club consists of noble-

men and gentlemen that build and sail their ships only for pleasure: this is a fine institution, and just in

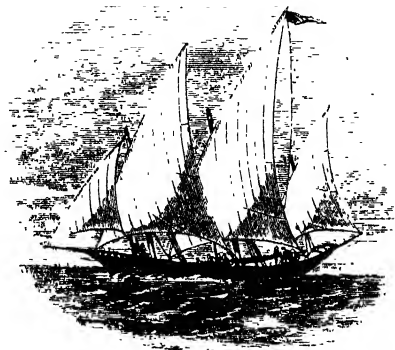


character with the English people. Its vessels, when assembled, form a numerous fleet, and, in some instances, are of three hundred tons burden.

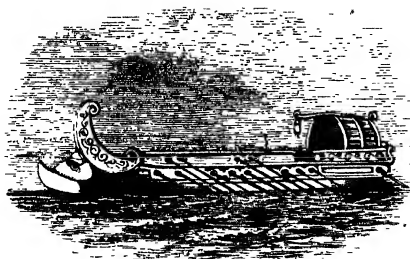
A XEBEC is a light swift-sailing vessel, of three masts, and a long prow, peculiar to the ports of the Mediterranean.

I have before now wrongly called a xebec a "galley."

A GALLEY is another vessel peculiar to the ports of the



Mediterranean, where it has been used from ancient times.

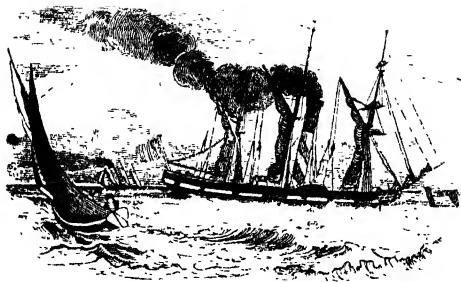


ANCIENT GALLEY.

It is low built, and carries two masts ; but also greatly depends upon being rowed with a greater or less number of oars. Galleys were much used by the “Barbary Corsairs;” and they are employed in France for the reception of convicts in the same manner as the English employ “hulks;” but the French “galleys” are the scenes of frightful and barbarous punishments, compared with anything that is known on board the “hulks” in England.

Sloops, in the navy, are often employed as “tenders,” or vessels “attending” upon larger ones ; and carry ten or twelve guns, and about thirty men.





THE STEAMER IN 1820.

CHAPTER XLVII. .

PARLEY TELLS ABOUT STEAM-BOATS.

THE application of steam to the propulsion of vessels has created quite a revolution, not only in the navies of the world, but also in the sailors. I have been somewhat particular in describing the various portions of a sailing-ship, and must now proceed to give you some outline of the construction of a steam-boat or ship.

There have been various claimants for the honour of having first successfully worked a ship by steam : the first one seen by your old friend was in the year 1816, when an

Englishman bought the vessel in question from her inventor, who had been running her on the river Clyde in Scotland: at that time much opposition was offered by our seafaring population to the use of such vessels. They speedily worked their way into public favour, and since they were employed intercourse has been vastly extended, not only between all parts of the British dominions, but between all the countries of the world.

By the steam-packets we pass easily from Dublin to Liverpool in a single night; they operate as bridges, connecting the sister-island with England; the passage from Holyhead to Dublin only occupying three to four hours.

Culms do not retard their passage through the waters. Adverse winds and tides, though they somewhat impede, cannot arrest their progress.

Steam-boats were first used upon rivers, where their value is of the highest importance; but they are now employed (as steam-ships) in traversing the ocean in all directions, with a certainty as regards their departure and arrival equalling those of land conveyances.

The introduction of steam-ships has been followed by many improvements in naval architecture, and now some of the swiftest steam-ships in the world are built entirely of iron, while our ships of war are of wood, plated with iron, the better to resist the effects of cannon-shot. Many

experiments have been tried of late years, in which it appears that ship-builders and makers of iron plates have together endeavoured to produce a vessel that shall be impervious to cannon-shot ; and as each improvement has been brought out, Sir William Armstrong and the other manufacturers of large cannon have been able to produce an improved gun, the shot from which has penetrated the best arrangement of wood and iron, and so the contest still goes on. What a good thing it would be if peace prevailed over all the earth, "that men might learn the art of war no more !"

Now I must tell you of the wreck of one of these iron steam-ships, called the "Royal Charter." She was homeward bound from Australia, and within a few miles of Liverpool, her destined port, when she was caught in the terrific gale of the 25th and 26th October, 1859, and dashed upon the rock-bound coast of Wales. Her passengers and crew, to the number of nearly five hundred, perished. Many gallant actions are recorded as to how the captain and crew of the ill-fated ship behaved in that trying hour, when she lay so near to the coast that it was at one time thought possible to save all on board.

There has been no maritime war, or war on the sea, on a large scale, since the powers of the steam-boat became known. Whenever such a war breaks out, the use of these vessels must produce extraordinary changes in the

modes of warfare. Already I hear of the building of STEAM-RAMS and of STEAM-BATTERIES.

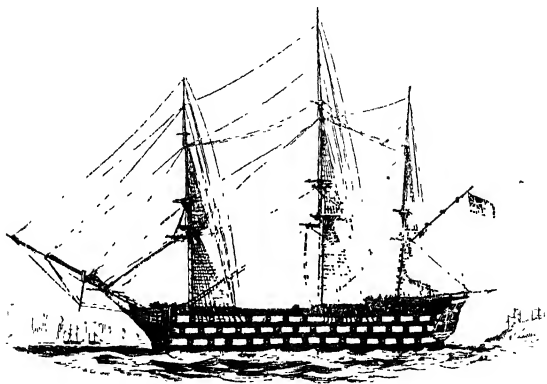
I can imagine nothing more destructive than a steam-battery, nor can I see how it would be possible for any kind of vessel to withstand its tremendous fire.

About the year 1862, the number of steam-vessels employed in Great Britain for commercial purposes amounted to more than ten thousand. Many of the largest ships in the Royal Navy are fitted with steam-engines of enormous power, while the smaller steam war-vessels amount to several hundreds, as you will see when I give you an account of the ships in the British Royal Navy.

CHAPTER XLVIII.

PARLEY TELLS OF ENGLISH MEN-OF-WAR, AND OF BOMB-KETCHES, BOMBS, MÖRTARS, AND GUN BOATS ; WHICH WERE THE SUBSTITUTES FOR STEAM-BATTERIES.

I WILL now show you the picture of a first-rate SHIP OF THE LINE ; and when such a ship is ploughing through the



waves under full sail she is one of the finest objects in the world. I believe our naval authorities do not intend to

build any more vessels of this class ; indeed, some of them have been cut in two, made longer and stronger, and then fitted with steam-engines, thus making them more able to contend against the steam-ships of war of our enemies.

In the late war with Russia, a number of gun-boats were built and armed with but few guns ; but these were of large calibre, and calculated to do much damage ; they also acted as despatch-boats.

The lamentable war at present raging between the Northern and Southern States of America has produced some extraordinary vessels of war ; these are built of iron, and are strengthened in every possible way at both ends (I suppose I must say), for both are formed alike, with an extremely sharp beak or prow, and when propelled with the full force of their powerful engines against their opponents are able to cut them open and so sink them, too often with all the crew. These murderous-looking craft are so low in the water, and constructed at such an angle, that cannon-balls glance off their hulls without making any impression, while their crews are protected from all injury. If it be true that the maker of the most destructive and deadly instrument of war is the greatest peacemaker, surely we may hope (in the present competition of nations to produce the most deadly weapon) the end may be reached, and that universal peace may be

established, from the impossibility to find men in sufficient number to face certain destruction.

In another chapter I will give you some particulars of the substitution of the screw, in place of paddle-wheels, for the propulsion of steamers.

CHAPTER XLIX.

PARLEY TELLS ABOUT PEARLS AND THE PEARL FISHERIES.

I WILL now leave the subject of ships, and tell you of something else.

I suppose you have all seen pearls. They are beautiful little white shining balls, some of them as big as a pea, and some not bigger than mustard-seed. They are used for various ornaments, and the ladies admire them very much. Sometimes they are set in earrings, necklaces, and other things of the kind.

Now, where do you think these pearls are found? They are found withinside the shells of oysters and mussels. I do not mean such oysters as you commonly

What are pearls? What are they used for?

see, but a larger kind, hence denominated the pearl-oyster and pearl-mussel. Some of these pearls are very costly. The little ones are worth but a few pence each. But there are some pearls so large and beautiful as to sell for very many pounds.

Now these things, which we prize so highly, grow in the inside of oyster and mussel shells, as I have told you. They are occasioned by some disease; and I suppose they are as troublesome to the fish that live in the shells, as warts and other excrescences are to mankind.

When they grow very large, the fish eject them, and thus get rid of them.

What an odd thing that the fish should want to get rid of what we are so anxious to obtain!

Pearls are found in various countries. A good many are found in Scotland; some in Italy; some on the coast of Peru; some in the Red Sea; some on the eastern coast of Africa, and in various parts of Asia. But the most costly pearls are found in Japan and Ceylon. It is from the latter country that most of the fine pearls are brought.

The manner of taking pearls is very curious.

The pearl-oysters are about as large as a middling-

Where do pearls grow? What is the nature of pearls?

Where are pearls found? Where are the finest pearls found?

sized plate. They live in deep water, and attach themselves to the rocks along the shore, so that they may not be carried away by the tide. Like other oysters, they can move about a little; but they generally remain in one place for a long time.

About the month of February in each year, the pearl-fishers resort to some place where it is known there are plenty of these oysters. Sometimes two hundred and fifty boats are to be seen engaged, at one time, at one of these fishing places. Some of the barks have two divers each, and some but one.

You will understand that the oysters are in deep water. Some of them are sixty feet below the surface. Now, it is necessary for the pearl-divers to descend thus deep in the water, detach them from the rocks, and bring them up.

To prepare himself for this business, a diver ties to the under part of his body a large stone. This is for the purpose of keeping him steady in the water. He also ties another stone to one foot, for the purpose of making him sink quickly to the bottom.

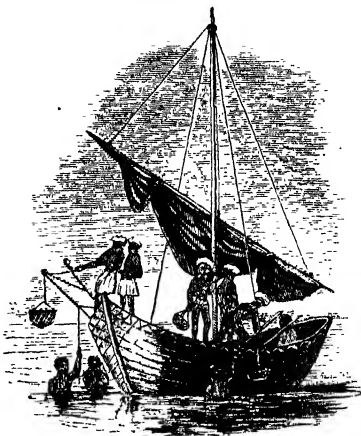
His hands are covered with leathern mittens, so that

Where do the pearl-oysters live? What can you tell about them?

How many boats are sometimes to be seen at a time, at one of the pearl-fisheries?

the oysters may not cut his fingers. He is provided with a net-work bag to put his oysters in ; and a rope is tied under his arms, one end of which is fastened to the boat. Thus equipped, the fearless diver jumps into the water.

Down he goes to the bottom. As he has no time to lose, he runs about as fast as he can, seizes upon every oyster he finds, and puts it in his bag. He is obliged to hold his breath all the time. But these divers get the art of remaining under water for two or three minutes : some of them remain even for five minutes.



When the diver has held his breath as long as he can, he shakes the rope, and the man who is in the boat pulls him up, with his load of oysters. Generally, a man will

How does a pearl-diver prepare himself to descend into the water ?
How long is a pearl-diver able to remain under water ?

get fifty oysters each time. Sometimes he will get a hundred, and even two or three hundred at a time.

You must not suppose, however, that all these are as large as plates; some of them are much smaller. An expert pearl-diver will make forty or fifty plunges in a day; so that the number of oysters one man will take in a day is very great. Sometimes these men stuff their noses and ears, to exclude the water; but generally they take no such precaution.

There are a good many sharks along the shores where the pearl-oysters are taken. Sometimes they catch the pearl-divers, and devour them. These men are, therefore, very much afraid of sharks. If a diver sees one of these dreadful fishes, he communicates the fact to the other divers, and they will not go into the water again that day.

If you are afraid of meeting a shark, deep down in the waters, I would advise you not to become a pearl-diver.

After the fishermen have caught their oysters they put them into pits dug in the ground, and cover them over with sand. In this situation the oyster opens, the flesh decays, and the pearls drop out. They are then taken up, and the sand that is mixed with them is sifted.

How many oysters does a diver get at a time?

What do the fishermen do with the oysters after they are taken?

Such is the process of pearl-fishing. The beautiful inside coatings of the shells, in which these pearls are found, are called mother-of-pearl.

CHAPTER L.

STORY OF LA PEROUSE.



O sooner have I done telling you one tale than I am ready to enter on another; but after wandering about the world so long, no wonder that I should have picked up a number of interesting stories.

I am going to tell you about a celebrated French voyager, named La Perouse. The king employed him to go on a voyage of discovery into the Pacific Ocean.

In the year 1785 he set out with two ships, and proceeded to the Pacific. He first came along the coast of America, and stopped at various places. He saw a good many of the Indians, and traded with them for various

What is mother-of-pearl?

articles. He saw Mount St. Elias, which, I believe, is the highest mountain we have in North America. Its top is always covered with snow.

At Port Francis he landed, and saw the natives.

After leaving Port Francis he returned to the south, and then sailed in a westerly direction, across the Pacific Ocean, to the coast of China; and thence to Manilla, a large Spanish town in the island of Luzon. I have been at that place myself.

La Perouse was there many years before I was. He went into the country, and saw a good many of the natives. He found them nearly equal to Europeans in civilisation. They had clever goldsmiths, blacksmiths, and other workmen. They seemed honest, pleasant, and friendly. All this agrees with my own observation. I like the people of Luzon very much.

La Perouse was anxious to get all the information he could, about the islands and shores of the Pacific Ocean, and so he sailed from Manilla; and went to various places along the eastern coast of Asia. In this manner he continued, and at length reached Kamtschatka, and the Navigators' Islands.

These islands are ten in number, and inhabited by a very savage race of people. When the vessels approached the shore of one of these islands, they saw the natives sit-

ting under the cocoa-nut trees, apparently enjoying the beautiful prospect around them.

At length La Perouse came to the large island of Maona. Here his vessel was soon surrounded by two hundred boats, full of people. These brought a great many hogs, pigeons, fowls, and fruits, to exchange for beads, axes, cloth, and other articles. In the mean time, La Perouse sent boats ashore, to fill some casks with water, and bring them off to the vessel.

Though a ship be surrounded by the waves, yet the crew often are sadly distressed for the want of fresh water ; it is, therefore, very necessary to keep up the supply.

La Perouse himself went on shore. He found the houses very comfortable, and the people seemed quite happy. Nothing, indeed, can be more delightful than the climate of these islands. It is always summer, and the inhabitants are able to live with very little labour. The trees are loaded with fruit, and the shores abound in fish.

There are large sea-turtles along the shores, and the people catch them thus : they go into the water and seize the turtle, turn it on its back, and then take it ashore. The creature is quite helpless when on its back.

I must now tell you about M. de Langles. He commanded one of the vessels under La Perouse. The day of their arrival, he went in his boat with some men to a

small bay, at the distance of two or three miles. Here he found a delightful spot with a very pretty village. .



De Langles was so much charmed with the place, that he obtained the consent of La Perouse to visit it again the next day. He now took with him four boats and sixty men, wishing to procure water.

When he arrived at the bay, he found it not so good a place to obtain water as he thought, and was about to return to the vessels, but the people on the shore invited the voyagers to land, and they went accordingly.

At first there were about two hundred natives, and these had all something to sell. Some had hogs, and

some had various kinds of fruit. While the French people were trading with them, more of the natives continued to arrive; and, in an hour or two, there were at least twelve hundred on the spot.

De Langles now became alarmed, for he suspected that the Indians intended some mischief. He ordered the men to get the casks, which they had filled, into the boats as soon as possible. This was scarcely done before the savages began to hurl stones at the people in the boats. De Langles was himself knocked down and killed.



The Frenchmen fired upon the natives, and shot many of them. Ten men and officers, besides De Langles, were

killed by the stones of the savages. At length the French succeeded in getting their boats out upon the water. They were followed by the islanders, who came breast-deep into the sea to attack them.

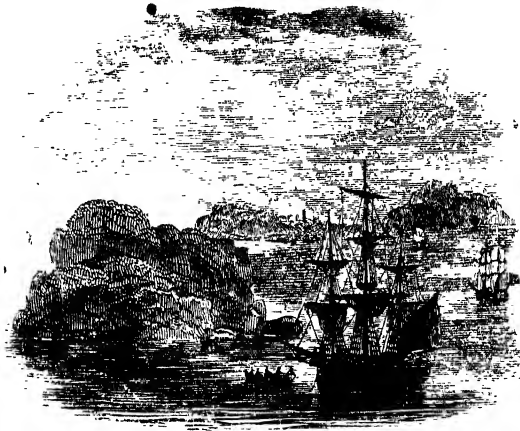
The French, however, made great exertions, and forty-nine, out of sixty-one persons who had landed in the morning, returned in safety to the ship. When La Perouse heard of the attack upon the boats, he was very angry; but he thought it best to leave these people, and so he went away.

He now went to several other places, and finally to Botany Bay in Australia. Here he stayed a short time, and then put to sea again. But, from that time, nothing was heard of him till recently. He wrote letters at Botany Bay, and sent them to his friends in France, saying he should return in the spring of 1778.

For a long time he was expected; but by-and-by it began to be feared that some great calamity had befallen **himself**, the two ships, and all on board. Such was the anxiety in France on account of them, that some vessels were fitted out, with orders to proceed to the Pacific Ocean, and, if possible, discover their fate.

These vessels having cruised about for some time, at length came to some islands near Australia. Here they learned the melancholy truth. The two ships had

been driven on the rocks in a storm, and all on board had perished. Not a single individual escaped to tell the melancholy story. The inhabitants of the island had picked up some pieces of the wreck, and a few articles that had belonged to the vessels were found in their huts. Such is the sad story of La Perouse.





CHAPTER LI.

THE SAD TALE OF THE MISSING SHIPS, AND THE FRUITLESS
EFFORTS MADE TO FIND SIR JOHN FRANKLIN.

I HAVE said that I never scruple to tell a good tale twice over. Young people like, indeed, to hear the narrative which has already afforded them pleasure. How sailors

would get through the long night-watches without being allowed, now and then, to respin an old yarn, I cannot say. Mariners' mishaps are always interesting to a Blue Jacket. Sailors love to go, even in thought, where their shipmates have gone before them in seasons of danger and death; in the storm and the calm; at the burning line and the frozen sea. They love to hold communion with those scenes of dread magnificence and desolation which the sea only, in its vastness, solitude, and terrible majesty, can impart to the mind.

The tale of the Missing Ships is so short, so sad, so tender, and appeals so directly to every heart, that it can scarcely ever be out of character. Every one has heard it, and every one is still ready to listen to it, not only on account of its own interest, but on account of that of the noble-minded Lady Franklin, who, hoping against hope, at her own cost sent out several expeditions in search of her husband.

One of the best accounts of "The Missing Ships" is given in nearly the following words:—

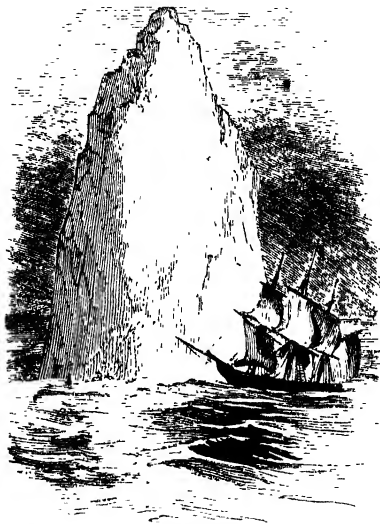
It was in the year 1845, and on the 20th of May, that what are called "The Missing Ships," two stout and noble vessels, the "Erebus" and the "Terror," unfurled their sails at Sheerness, for a long and dangerous voyage. The chief object in view was to find out the "north-west

passage," as it is called; that is, a passage for ships through the icy regions towards the North Pole, from the Atlantic, on the one side, to the Pacific Ocean on the other. The ships were well manned by one hundred and thirty-eight sailors and others, among whom were officers of ability and experience, accustomed to the Arctic regions; the whole being under the command of Sir John Franklin, who had the full confidence of the party.

They were well supplied with provisions, fuel, and stores; and everything that could be done for the comfort and safety of the crews had been generously attended to by the British government. Besides, many a sailor's chest contained the tokens of love from a parent, a wife, or a sister, for use on their voyage, or when bound up in the cold regions of the Polar seas. As they moved down the river Thames, they were greeted by hearty cheers from the shore and the passing ships; and many a fervent prayer was offered that God would prosper them in their enterprise, and bring them again in safety to their native land.

Every one expected that the voyage would be long and hazardous. The officers did not calculate on a return till the close of 1847, or it might be in the summer of 1848. They desired their friends not to feel anxious if they were out four years. A fair wind carried the vessels on their way. Two months after they had sailed, they were

found by a whale-ship, moored to an iceberg, waiting for an opening in the frozen sea. They reported themselves "all well." This was the last time they were seen.



A few days before this, Sir John Franklin had told a Mr. Robert Martin, who had gone alongside the *Erebus*, that he had provisions for *five* years, and that if necessary

he could make them last *seven*. The return of the expedition was not looked for till 1847 at the earliest; but when, at the close of that year, no tidings had reached England of the devoted band and their noble leader, a feeling of uneasiness and vague apprehension that all was not well with them, pervaded the minds of all classes. Then began the series of long and arduous searches which culminated in finding, not the heroic men who had gone boldly forth to the performance of their duty, but their bleached and whitening remains,—with a record of what they had accomplished, but not one word of complaint or murmuring. It does not enter into the plan of a work like this to follow *all* the expeditions that were sent out; perhaps at some future time your old friend Parley may give you an account of them, for they are voluminous enough to fill two or three books the size of this: at present I can but enumerate some of those noble efforts that were made, not by the Government only, but by private individuals both in England and America, by public subscription, and by the devoted wife of Sir John Franklin. More than twenty-five of these searching expeditions were sent out, none of which had succeeded in entirely unveiling the mystery that hung over the fate of our brave countrymen, though it was ascertained by Dr. Rae that few if any were left alive. The British Govern-

ment, satisfied there was no chance of any of Franklin's men having survived the hardships attendant on such a lengthened residence in the Arctic Regions, declined to peril any more valuable lives in the search. Nor are they to be blamed for this. Previous to Franklin's departure, but a small sum had been expended in searching for the north-west passage. Since his departure, the searching expeditions sent out by Government *alone* cost the enormous sum of 950,000*l*. Accordingly the Admiralty resolved to abandon the search; the First Lord couching his refusal in these words: "The members of her Majesty's Government, having come with great regret to the conclusion that there is no prospect of saving life, would not be justified for any objects which, in their opinion, could be obtained by an expedition to the Arctic circle, in exposing the lives of officers and men to the risk inseparable from such an enterprise." Then it was that the faithful and devoted wife of Sir John Franklin, still hoping on, resolved to waste no more time in petitioning Government for assistance; but freely devoted, it is believed, the greater part of her remaining property in fitting out the expedition commanded by Captain (now Sir Leopold) McClintock. The Fox, a screw steam yacht of only 177 tons burden, was purchased, and the ornamental fittings being removed, she was strengthened

in every possible way, her stem especially being made almost solid, and the engines, screw, and rig of the ship were so altered as to render her more suitable for her perilous undertaking. She sailed from Aberdeen on the 1st of July, 1857, but want of space prevents me following her on her voyage, and I must therefore leave it for my young friends to imagine, if they can, all the perils she had to contend with in that inhospitable region. Suffice it then to state that Captain McClintock learned from the natives that one of Franklin's ships had been forced on shore on King William's Land, and that another had sunk in deep water. Captain McClintock, believing that it was so, despatched his lieutenant towards the spot where the ships had been seen. On the 28th of April, 1859, Mr. Hobson parted company with the captain, and each proceeded in different directions. On the 7th of May, McClintock met several of the natives, from whom he bought a great many relics; plate engraved with the crests of McDonald Crozier, Fairholme, and Franklin; knives, buttons, &c. He was informed it was five days' journey to the wreck, of which little remained. The white men, they said, had all got on shore, but had fallen and died by the way as they walked: a few had been buried, but the remainder were not.

At length, near Cape Herschel, Captain McClintock came upon a skeleton; not that of an Esquimaux, but of

an European: he lay with his face on the ground, thus proving the truth of the statement made by the natives: "They fell down and died as they walked along." The fragments of dress found about this poor man showed him to have been an officer's servant or steward.

Mr. Hobson, after leaving Captain McClintock, pressed on until he arrived at Port Victory; here he found, hidden in a cairn, the first, and in all probability the last, authentic account of the fate of poor Franklin and his men. It was written on one of the Admiralty printed forms, apparently by Lieutenant Gore, in these words:—

"26th May, 1847.—H.M.S. Erebus and Terror wintered in the ice in lat. $70^{\circ} 05' N.$, long. $98^{\circ} 23' W.$

"Having wintered in 1846-7 at Beechey Island in lat. $74^{\circ} 43' 28'' N.$, long. $91^{\circ} 39' 15'' W.$, after having ascended Wellington Channel to lat. 77° , and returned by the west side of Cornwallis Island; Sir John Franklin commanding the expedition. All well. Party consisting of two officers and six men left the ships on Monday, 24th May, 1847.

(Signed)

"G. GORE, *Lieutenant.*

"CHARLES F. DES VŒUX, *Mate.*"

It thus appears that this fine old sailor had achieved a more splendid success than any other commander in these exploring expeditions. He had followed his instructions

to the letter, had discovered the passage between Bathurst and Cornwallis Islands, and his progress was only arrested when within a mile or two of the channel on the north coast of America, along which ships and boats had frequently made their way to and from Behring's Straits. Therefore to Sir John Franklin belongs the honour of having discovered a north-west passage (through which vessels have passed) from the Atlantic to the Pacific Occans.

Round the margin of the paper which contained this triumphant record, another hand had written these words :—

“*25th April, 1848.*—H.M.S Erebus and Terror were deserted on the 22nd April, five leagues N.N.W. of this, having been beset since the 12th of September, 1846. The officers and crew, consisting of 105 souls, under the command of Captain F. R. W. Crozier, landed here in lat. $69^{\circ} 37' 42''$ N., long. $98^{\circ} 41'$ W. *Sir John Franklin died on the 11th of June, 1847, and the total loss by deaths in the expedition has been to this date, nine officers and fifteen men.*

(Signed)

“F. R. W. CROZIER,
“*Captain and Senior Officer.*

“JAMES FITZJAMES,
“*Captain H.M.S. Erebus.*

“And start on to-morrow for Back's Fish River.”

What our unfortunate countrymen had to endure after signing this manly and touching document is known only to God. What agonies of hunger, frenzy, and despair, must have been theirs! Not an ounce of solid food was found among the piles of abandoned goods. There were, it is true, tea and chocolate in plenty, but neither meat nor flour. We can, as we shudderingly turn our minds from the harassing thought, only hope and believe that "He who doeth all things well," was with them in the dreadful extremity, able to save and help them to the uttermost.



CHAPTER LII.

PARLEY RELATES AN ANECDOTE OF LORD NELSON, AND OF
A SEAMAN WHO FOUGHT AND FELL WITH HIM.

As Captain Cook is at the head of navigators, so Lord Nelson ranks first in reputation among naval warriors; his devotion to his profession, his dauntless spirit, and his many victories place him above all others. Well

do I remember the last time that I saw him, a little before he fought his last great battle. He was ashore and receiving the rude and boisterous attentions of an assembled throng. There he stood with his one eye and one hand, at the balcony of an hotel, bowing to the excited multitude, but look-



ing, as I thought, somewhat sad, even in the midst of the joyful shouting then sounding in his ears.

I am going to tell you a true story of what took place between him and a seaman who served under him in his earlier career.

I could tell you tales enough about sailors who have often a singular way of thinking and acting of their own. They say a straw will turn the course of a trickling stream, and in like manner a very trifling event will sometimes change the mind of a sailor. The following is an instance of this kind :—

Hewson, a hearty tar, who had sailed for many years with Lord Nelson, retired from the service and worked as a caster, in the manufactory of a Birmingham brass-founder. Now it happened that Lord Nelson on a visit which he paid to Birmingham, inspected many of the manufactories, and among them that in which Hewson was at work.

The process of casting, probably more than any other disfigures the workman, so completely covering him with smoke and dust, as frequently to render his features difficult to be distinguished. The quick eye of Nelson, however, immediately discovered in the caster an old associate. “What, Hewson, my lad! are you here?” Hewson laid hold of the hair that hung over his forehead, and making an awkward bow, replied, “Yes, your honour.” “Why, how comes this about? You and I are old

acquaintances ; you were with me in the Captain when I boarded the San Josef, were you not ?" Hewson again laid hold of his hair, and bowing, replied, " Yes, your honour." " I remember you well," said Nelson ; " you were one of the cleverest fellows about the ship. If any thing hard was to be done, Hewson was the lad to do it. Why, what do you do here working like a negro ? Take this (throwing him money), and wash the dust down your throat." Hewson withdrew to a neighbouring ale-house, boasting of the character the Admiral had given him.

Month after month passed away, but Hewson did not return to his work ; his shop tools were abandoned, and no one could account for his absence.

At length a stripling, in a sailor's jacket, entered the manufactory, and said he was come to settle his father's affairs. This was no other than Hewson's son, from whose account it appeared, that Hewson, somewhat elevated with liquor, but more with the praises the Admiral had bestowed on him, had quitted Birmingham, walked his way down to Portsmouth, entered once more on board Lord Nelson's ship, and died with his old commander in the battle of Trafalgar.



CHAPTER LIII.

A FEW OF THE ADVENTURES OF JOHN ROBY, A FRIEND OF
PARLEY'S, AND OF HIS DARING EXPLOITS.

I WILL now tell you a little of my good friend John Roby, a man "formed for the deep, and every inch a

sailor." Kind, cool, and courageous, he well discharges his duty as a seaman. Roby is a favourite of mine on account of his affection for his parents, and his sister Susan. He went early to sea, and has been in most parts of the world. For some time he was on board a whaler ; at another, he went on a voyage of discovery ; and these things have given him a general taste for the works of creation. No man could entertain you better with relations of flying fish and porpoises, icebergs and Esquimaux Indians, whales and walruses, sea-gulls, penguins, cormorants, puffins and razor-bills ; palms, cocoa-nuts, bread-fruit, coral, monkeys and macaws.

It was on a rocky part of the coast of Cornwall, that the boat in which Roby and three other sailors had been ashore was swamped in returning to the ship. With great difficulty they swam back to the rocks, but the three sailors were so exhausted, that they could not stand on their feet. The ship was far away, the roaring tide coming in fast, and there appeared no hope of escape. Here Roby's presence of mind and dauntless spirit displayed itself. Partly by cutting notches with his knife on the rock, and partly by climbing like a cat, he reached the top of the cliff, and obtained assistance. Causing himself to be let down the precipice by a rope, he sent up his helpless companions, one by one, tying them so that they could not fall, and then

was drawn up himself after them. Thus Roby saved the lives of his three shipmates, who, but for his heroic conduct, must soon have found a watery grave.

In one of Roby's early voyages, he saved the life of his captain's little daughter, who, by accident, in rough weather had fallen into the deep. Roby, who swims like a Newfoundland dog, immediately plunged after her; two or three spars and a hen-coop were hastily cast into the water; the cry raised, "A man overboard!"—a boat with two men lowered to the surface of the deep, and every effort made to stop the ship. Roby was found holding on the hen-coop, on which he had placed the little girl, with one hand, and resisting the attack of a young shark with the other. Both he and the captain's daughter were rescued; and the shark was left in full possession of the spars and the hen-coop.

In returning from a voyage to the North, the captain and the first mate of the ship in which Roby was one of the crew fell ill, so that they were confined to their cabins; the second mate was a man of little knowledge and resolution, and scarcely equal to the duties he had to perform. At this season, and when the wind though fair was blowing hard, the vessel was struck aft by lightning, and soon the flames burst forth.

Perhaps no calamity on board ship is so fearful as that of fire; nor does any other misfortune more try the

courage and self-possession of a seaman. The vessel being laden with firs, turpentine, resin, and other inflammable things, there seemed to be little hope but that her destruction was at hand. The second mate lost no time in securing himself, by letting down a boat, and getting into it with several others, equally timid with himself; while Roby, measuring the danger with calmness and resolution, gathered round him a few of the more courageous sailors, that an effort might be made to save the ship. First, he had her put about, so that the flames were blown from her bows, instead of being forced by the wind towards her deck, and then so perseveringly did he and his party employ their axes to cut away the burning timber and rigging, and their water-buckets to quench them, that at last they subdued the fire. The second mate and his faint-hearted comrades then returned to the ship, to witness what a few men, led on by a steady and dauntless spirit, could perform in the hour of danger.

Such are a few of the many adventures of my friend John Roby. If ever seaman deserved to be a captain he does, and indeed I doubt not that he will be one. He is now on his way to the Mauritius as mate of the "Mary Ann."

CHAPTER LIV.

PETER PARLEY TELLS ABOUT VANCOUVER'S ISLAND, AND
SOME PECULIARITIES OF THE NAVIGATION THEREABOUTS.

VANCOUVER'S ISLAND, which is separated from the mainland of British North America by the Gulf of Georgia and Queen Charlotte Sound, is about three hundred miles long and seventy-five wide. The population live mostly by hunting and fishing. This island was made over to the Hudson's Bay Company in 1843; their charter, however, expired in 1859: but it is not so much the island I wish to tell you about, as about the channel separating the island of Vancouver from the mainland. This possesses natural features of a sufficiently marked and interesting character to merit a special notice. Its length is about three hundred and forty miles, while its width varies from two or three to thirty miles; a great portion of it is filled with islands of all sizes, together with sunken rocks. As might be supposed, in a sea of this description, the results obtained by sounding are very various; but the reader will probably hardly be prepared to hear that the extraordinary depth of seventy or eighty fathoms is frequently met with, and this, in

many cases, under the very shadow of the rocky coast of the island itself. I remember on one occasion a sounding, taken at our bow, gave a depth of eight fathoms, while that at our stern gave fifteen; and on another we obtained eight, and sixty fathoms, as the result of two successive throws of our line. Again, no reliable theory has yet been arrived at, with regard to the ebb and flow of the tides, in this singular and capricious sea. I do not overstate their fitful character, when I say they are as little to be depended on as the winds themselves, seeming, indeed, to be governed by none of the known and recognised laws of tidal action. It is no uncommon thing for the tide to ebb for three hours, and flow for eighteen.

These wild and lawless currents, setting in from the ocean, through the opposite extremities of the channel, meet in its narrowest portion, called Johnson's Straits, characteristically known as the Rapids. The absolute point of meeting is, as far as I was able to form an opinion, opposite Cape Mudge, at the southern extremity of Taldez Island, forming a series of eddies and whirlpools, locally known as tide-rips, in which a vessel is carried helplessly along, unless a very strong breeze is blowing. The navigation of these narrow seas is, moreover, much impeded by floating timber, of gigantic proportions, and also by enormous beds of that extraordinary marine plant, the

kelp. I have seen a vessel of forty or fifty tons, with a fair breeze, brought up dead, as if at anchor, by coming suddenly on a bed of kelp; and woe betide the hapless wight whose fate it may be to get entangled, while bathing, among the treacherous rope-like stems, and long, leathery leaves of this Brobdignag submarine growth: he is caught, like a fly in the meshes of a spider, and with as little chance of escape. To this fact I can testify, from several painful cases of brave fellows and capital swimmers who thus lost their lives during my stay in the colony. One other natural peculiarity is noticeable in the waters of this channel. I allude to their extreme coldness. So great, indeed, did I find this, that in bathing I seldom had courage to go beyond my depth. The description I have given of the shores of the island applies equally, in its leading characteristics, to the general appearance of the mainland; here also the shores are covered down to the water's edge with dense forests of pine; the open spaces, whether naturally or artificially cleared, being only met with at rare intervals. During clear weather, a range of lofty mountains may be distinguished in the distance, many of them rising to the altitude of the snow-covered Alps.—*Travels in British Columbia.*

CHAPTER LV.

PARLEY'S ACCOUNT ABOUT ICELAND, AND THE MANNER OF
ITS DISCOVERY.

ICELAND is a large island in the Atlantic Ocean, now belonging to Denmark, and is situate between the North Atlantic and the Arctic Oceans. It is distant from the colonized part of Greenland about one hundred and sixty miles, though little more than ninety from the part uninhabited. There is in no other part of the globe of the same extent such a number of boiling springs or of volcanic mountains. Nearly every hill in the island is volcanic, and there are at least thirty with craters of some magnitude. The hot-springs all vary in their temperature; some are merely lukewarm, while others are hot as boiling-water. The most remarkable are the Geysers. These throw into the air great jets of boiling-water, accompanied with a noise equal to that of a cannon.

In the north-east part of the island are three hot-springs hardly inferior to the Geysers; also a sulphur-mountain, on which the vast beds of sulphur are covered with so thin a crust as to be dangerous to the traveller. But I must not forget it is the sea, and not the land, I have to

tell about—the discovery of the island, which I have copied from a work, “The Swedish of Strumholm.”

Gardar Svafarsson, a Swede, who had property in Zealand, undertook, about the year 861, a voyage to the Söder Islands, west of Scotland, to demand and bring home his wife's heritage. When he had sailed through Pentland Firth, between Scotland and the Orkney Islands, a violent storm arose, which drove him westward out into the Atlantic Ocean. He came to the coasts of an unknown land, and found that it was an island. On the north side of the island Gardar landed in a bay, which he called Skialfandi, built some huts, remained there during the winter, and gave the place the name of Husarik. In the spring he returned to the continent, came to Norway, and praised much the island he had discovered as an excellent and beautiful country, covered with wood. From him the island was called Gardarsholm. Some years afterwards it happened that Naddoddr, a great viking, on a voyage from the Faroe Islands to Norway, was likewise driven by the storm far into the ocean, and reached the same unknown land which had been discovered by Gardar. He and his followers climbed a high mountain to ascertain whether they could see smoke, or any sign that the country was inhabited; but no such sign did they behold: they saw only lofty Alpine tracts,

whose peaks were covered with snow; for which reason Naddoddr, when he went home, much snow having by that time fallen, gave the country the name of Snowland. The report that went forth about the large unknown country far away in the ocean, roused the desire in a great renowned viking, Floke Vigerdeson, to visit the island, and obtain a more intimate knowledge thereof. For that purpose, after he had made an abundant offering to the gods, he sailed from Rogalund in Norway, and took with him three ravens. He sailed first to Hjaltland, or the Shetland Islands, and then visited his friends in the Faroe Islands, and thence started on his voyage of discovery. After long sailing on the open sea he let loose the first raven. It took the way back to Faroe. After again sailing a considerable way, he let the second raven loose. It flew up into the air, but came back to the ship, because it could nowhere perceive land. The third raven, finally, when let loose, darted forward. Floke followed the course which the raven took, got sight of land, and descended on the unknown coast. He found a bay so full of fish, that he and his followers, charmed with this abundance, neglected the hay harvest, so that the cattle they had with them died during the winter. The spring, likewise, was very cold. Floke therefore returned, came again to Norway, and got, on account of his ravens, the name of

Raven-Floke. He spoke with exceeding bitterness of the country. Herjolf, on the other hand, one of his followers, had both good and evil to say of it; while Thorulf, another of his followers, was warm in praise of the newly-discovered island, and said that butter dropped there from every stalk that grew—wherefore he got the name of Butter-Thorulf. As much drift-ice had been found on the north side of the island, Floke gave it the name of Iceland, and this name it has retained to our own day.

CHAPTER LVI.

A CHAPTER ON STEAM-TUGS.

You shall now hear something about Steam-Tugs, on which subject I hope to give both information and amusement.

The name Tug, from the Saxon word Teon, meaning to draw, in itself, is very expressive; it seems to imply, not simply an effort, but a great one; not only to pull, but to pull with force, in agreement with the homely adage, “a long pull, a strong pull, and a pull altogether.”

The term Steam-Tug has a plain, honest, workable

sound in it, that makes me like it; it not only implies what the thing is, but the use to which it is to be applied.

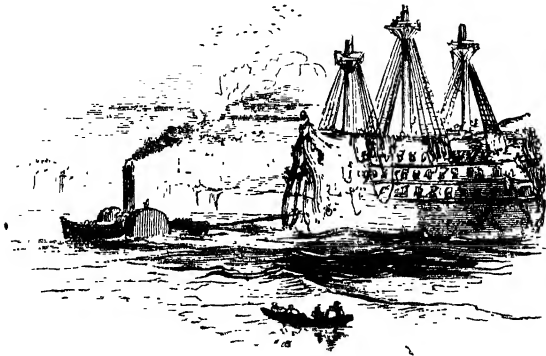
Many gentlemen in England, who are fond of hunting, never think of riding to the place where the hounds meet on the horse they hunt with, but use a common hack for the purpose; thus they save the wear and tear of a rough road, and mount their fresh hunter in full possession of all his powers. Thus it is with the steam-tug; it saves the vessel it tows from much wear and tear, conveys it through dangers with greater safety, prevents the unnecessary consumption of fuel, and takes it to an open space where it can spread its sails and proceed on its destination.

You remember the grampus of which I told you, that drew a boat from Blackwall to Deptford and back, and twice to Greenwich and back; but it would take a great many grampuses to tug a first-rate man-of-war from Sheerness to the Downs.

When a passenger arrives from abroad, he does not want any assistance so much as that of a strong porter to carry his luggage to its place of destination. And when a large ship quits the river, outward bound, she requires a steam-tug to draw her into wider and deeper water.

It should be remembered that all vessels are built with an eye to the end for which they are intended. The man-

of-war must be fitted up to receive its complement of men, guns, warlike and other stores, and for every other necessary requirement; the merchant ship must have space to contain its merchandise; the steam-packet possess the quality of speed; but the principal quality of a steam-tug is that of power: it has to drag or to tug along ships of prodigious size and tonnage.

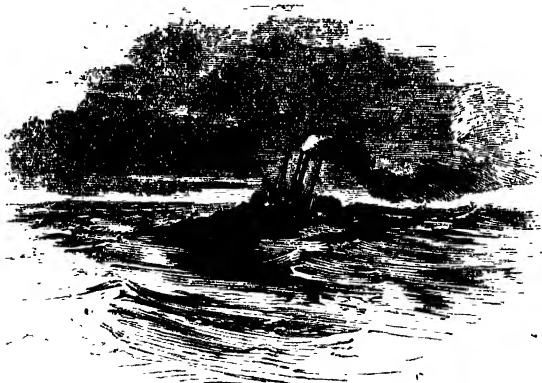


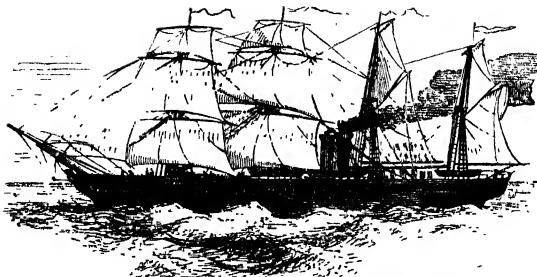
Sometimes two or three steam-tugs are required, as in the instance of the launching of the *Royal Albert*, three being then employed to tow her down the river in her course to Sheerness.

Steam-tugs are found to be so useful, that they are now very generally employed.

To those who have never seen it before, it must appear a strange sight to see a mere boat, with a smoking chimney, hauling a large vessel, ten times its size, through the water.

Steam-tugs, though not the handsomest things in the world, make full amends for this by the services they render. We may learn from their strength and usefulness two lessons ; the one, not to undervalue things on account of their homely appearance ; the other, the great advantage, according to our ability, of helping one another.





THE SCREW STEAMER OF 1863.

CHAPTER LVII.

A LITTLE ABOUT SCREW STEAMERS, AND THEIR ADVANTAGE
OVER PADDLE-WHEEL STEAMERS.

I HAVE already described to you a steam-ship: I must now speak of a screw steamer.

Great was the change that the introduction of steam effected in the British Navy, for as before they were mainly dependent on the winds, this new power gave them an additional mastery over the elements. The huge paddle-boxes on the sides of the vessel, the liability of the machinery to get out of order, and the clogging influence of the back water thrown round by the wheels as they

tore their way through the billowy deep, were a considerable inconvenience : while in steam war ships, a chance shot hitting the large wheels and damaging them might leave the ship and all her crew at the mercy of her assailant, the screw, being below the surface of the water, is much less liable to damage. At the bottom of the screw steamers are holes or wells, in which large screws are worked by steam-engines ; the water-wheel and the paddle-box, as in the common steam-vessel are not required. The machinery occupies less space, is not so liable to accident, and can be easier set right when wrong. The tiger, in his soft furry skin, and sheathed claws, becomes altogether a different creature when, excited with rage, he springs upon his victim ; so is it with these bulwarks of our country. In peace they may be regarded as models of grace, beauty, and repose ; but how fearfully is their character changed when they manifest their dreadful power as instruments of destruction, spreading abroad desolation and death.

Truly a first-rate man-of-war screw steamer is a formidable object. She goes forth on the waters with her complement of near a thousand men, a hundred and ten guns, and steam-engines equal to the strength of five hundred horses, with great speed, of vast size, and prodigious might, ever ready to pour from her stout ribs

and timbers broadsides of destruction, fiery avalanches of desolation and death. The launch of a large new ship is regarded as an affair of great importance. It is adding a new fortress to those already on the ocean, and increasing the relative power of the nation to which she belongs.

CHAPTER LVIII.

RATING OF SHIPS. THEIR DIFFERENT CLASSES.

Few people, except seamen, know anything of the classification of ships; they could not distinguish between a first-rate man-of-war, and a second, third, or fourth rate. As all large fish have been called whales, so they would consider all large armed vessels first-rate men-of-war.

All ships, however, registered on the list of the Royal Navy, come under the six following rates:—

First-rate ships carry 110 guns; or have a crew of 950 men. If a vessel have more guns and more men than these it is still called a first-rate. Only imagine the prodigious power of a number of these sea castles, and floating fortresses, when assembled together, to pour destruction on any one point of attack.

Second-rates carry, at least, 80 guns ; or have a complement of not less than 750 men. A second-rate, though not so large as a first-rate, is still of great size. Second-rates also include Her Majesty's larger yachts.

Third-rates carry 70 guns ; or whose complements are under 750, and not less than 620 men ; Her Majesty's smaller yachts are also third-rates ; as also such vessels as carry the flag or pendant of any admiral, superintendent or captain superintendent of Her Majesty's dockyards.

Fourth-rates carry under 70, but not less than 50 guns, with a complement of 620, and not less than 450 men.

Fifth-rates include all ships under 50, and not less than 30 guns ; with a crew under 450, and not less than 300 men.

Sixth-rates take in all other ships having a captain:

Sloops comprise bomb-ships, and other vessels having commanders ; also all other ships of which lieutenants have the command, with a complement of not less than 60 men.

All vessels of a smaller size, not classed as above, are to have such complements as the Lords Commissioners of the Admiralty may, from time to time, determine.

You will, perhaps, for the future, remember what I have now told you, if I put it in few words. Ships registered on the list of the Royal Navy, besides sloops and other vessels, are of six classes :—

The first class must not carry less than . 110 guns

The second class not less than 80 „

The third class not less than 70 „

The fourth class not less than 50 „

The fifth class not less than 30 „

And the sixth class takes in all others having a captain.

I hope you are now a little wiser than you were before.



CHAPTER LIX.

PARLEY GIVES SOME INFORMATION ABOUT IRON SHIPBUILDING, AND TRACES IT FROM ITS BEGINNING TO THE COMPLETION OF THE GREAT EASTERN.

It is a common error to suppose that vessels have been only recently constructed of iron. When your old friend Parley was a boy, boats built of iron, but with the stem and stern posts of wood, were used on the canals for carrying goods; and it was noticed in a newspaper, dated July 28th, 1787, that a boat built of iron had arrived at Birmingham, loaded with nearly twenty-three tons of iron. After this time they began to be more commonly used in the inland navigation, and attracted considerable attention; but it was not till 1815 that a gentleman largely engaged in the iron trade built and fitted up a small pleasure boat, constructed entirely of iron, which he used on the River Mersey.

The first iron steam-ship was built by the Horsley Iron Company, in Staffordshire. She was not completed till the end of 1821, and was sent to London in parts, and put together there. Captain (afterwards Admiral Sir Charles) Napier took charge of her, and navigated her

from London to Paris, laden with linseed and iron castings. She was called the *Aaron Manby* (that being the name of her projector), and was the first and only vessel for about thirty years after that sailed direct from London to Paris. Mr. Manby afterwards built other iron steam-boats, for the navigation of the *Seine*.

The next iron steam-vessel built in England was again constructed by the Horsley Company, and sent down to Liverpool in parts, where she was put together, and crossed the Channel in 1825 to the River Shannon, and kept actively at work upwards of thirty years. This vessel attracted the attention of the merchants and others engaged in trading to Ireland, and led the way to the formation of that numerous fleet of iron steam-ships engaged in trading between England and the sister country.

Messrs. Fawcett and Co., of Liverpool, were the builders of the first iron steam-vessel ever constructed in that town.

The next iron steamer of which I have any record was built by Mr. Macgregor Laird. She was constructed on a plan to insure a light draught of water, and was used as an assistant vessel in the African exploring expedition. Her dimensions were—length 70 feet, beam 13 feet, and depth 6 feet 6 inches, with a condensing engine of 16 horse-power, made by Fawcett and Co. : Her draught of water was only 3 feet 6 inches. Mr. Laird and the two

Landers sailed in her, and proved the fallacy of its being dangerous to go a long voyage in a vessel of so light a draught of water.

About this time Mr. John Laird had established at Birkenhead very complete works for iron shipbuilding, and now there is scarcely a port where iron ships are not constructed.

It is not my intention to follow the rise and progress of this increasing branch of our national prosperity too closely, but my sketch would be indeed incomplete did I not notice the leviathans of later days. I well remember the crowds that lined the magnificent docks and quays of Liverpool, to see the Great Britain, then the largest iron vessel afloat; but she has been completely dwarfed by the monster ship built by Messrs. J. Scott Russell and Co., at Millwall, on the Thames. Mr. Brunel originated the design of this vessel, and the engines were contracted for by Messrs. James Watt and Co. Quoting from a work on iron shipbuilding, by John Grantham, C.E., to which I am indebted for some of the foregoing details, but which was *written* before the Great Eastern was launched, I will now give you some details of this, the largest ship the world ever saw:—The length between the perpendiculars is 680 feet; on the upper deck 692 feet; the breadth of the hull 83 feet, and, including paddle-boxes

and their fenders, 118 feet, equalling the width of Portland Place, one of the broadest streets in London or in England ; the depth of the hull is 60 feet, the launching weight nearly 12,000 tons, and the weight of the whole ship, when laden with every contemplated article and person on board, not less than 25,000 tons, with which weight she will draw about 30 feet of water.

That portion of the hull below the water line, and for a few feet above it, is made double or cellular, the internal plating serving the twofold purpose of giving direct strength to the ship, and protection in the event of the outer plates being damaged ; the space between these plates is about 34 inches, and in it are placed, in a longitudinal direction, rows of plates, the intervals being regulated by the strain which each portion will have to sustain ; the bottom of the ship having a greater number of these girder frames than the sides.

The cellular system is applied to the upper deck also, and thus the ship becomes a monster iron girder, on the principle of the tubular bridges on the Holyhead Railway, capable of spanning with safety from ridge to ridge of the ocean's waves. There are 35 ribs or webs, running longitudinally from stem to stern, in the space between the inner and outer shells. There is no external keel, and the bottom is quite flat for about half the breadth.

The number of plates is said to be about 10,000, and the number of rivets about 3,000,000.

The interior of the ship is divided by iron water-tight bulkheads into compartments, extending the entire height to the upper deck, with no openings below the lower deck, except in the coal bunkers, and here water-tight doors, which can be closed at a short notice, are fitted. The advantage of this arrangement will be at once seen when it is remembered that, should any accident occur by which one of these divisions should be filled with water to the level of the lower deck, it would not endanger the ship, since it could not penetrate any of the others.

The arrangements are intended for 800 first-class passengers, 2000 second-class, and 1200 third-class; the crew and engineers, numbering 400, are accommodated near the two ends of the vessel.

The upper deck is flush fore and aft, and presents a promenade nearly an eighth of a mile in length: so there is no want of space for exercise. The means of propulsion are the combination of paddle, screw, and sails; the paddle-wheels are fifty-six feet in diameter with float-boards about 13 feet long; they are driven by engines with 4 cylinders, the largest ever made on the oscillating principle, having each a diameter of 74 inches, and 14 feet stroke.

The screw-propeller is 24 feet in diameter, with 4 fans or vanes, and a shaft of 160 feet long, and is driven by 4 cylinders, 84 inches in diameter, with 4 feet stroke. Each of these cylinders required 34 tons of metal in the casting.

There are 10 •boilers, and 100 furnaces. Should a brisk wind in the right direction spring up, her six masts (five of iron, and one of wood) carry 6,500 square yards of canvas.

There are also auxiliary steam-engines, to aid the crew in hoisting sail, heaving anchor, pumping, etc.

She carries 10 anchors, 800 fathoms of chain cable, and (to communicate orders to various parts of the ship) an electric telegraph. To leave no precautions for safety unprovided for, there are boats enough to contain all the passengers and crew, including two screw-steamers, 90 feet long, hung on davits abaft the paddle-boxes.

The Great Eastern has now made several voyages to America, and to those who have watched her career with interest it may appear she has not been very successful; the mishaps incidental to all new adaptations seem to have befallen her in a larger degree than usual. Let us hope her proprietors will yet be able to turn her to good account. She is a marvel of strength and science: may she be a marvellous success!

CHAPTER LX.

PARLEY DESCRIBES THE NATIONAL FLAGS OF DIFFERENT COUNTRIES, AND THOSE OF ENGLAND IN PARTICULAR.

MUCH could I say about flags, but as I enter on so many subjects, there is not time enough at my disposal to allow me to dwell long on any. Flags are used on board ships for many purposes. They are beautiful to the eye, and greatly adorn the vessels that carry them, but it is not for this reason that they flutter in the breeze.

A flag is a piece of coloured cloth. It is hoisted on a staff on the mast of a ship, that it may be plainly seen.

The term comes from the old word *flackeren*, the word signifying a flickering flame; nor is the graceful waving of a flag very unlike that of a flaring fire. To flutter like a bird is another meaning given to the word *flackeren*. As all maritime countries have their national flags, I will speak of the flags of the principal nations first, and describe those of England more particularly after.

The standard flag of Great Britain is, to my mind, the richest and most impressive of all others: may it long wave in the breeze, the symbol of a nation equally famed for justice and power! It is divided into four equal com-

partments, two of them red, one yellow, and one blue, with golden harp and lions upon them. It is a noble flag.

The French standard is formed of three broad upright stripes, blue, white, and red. It is simple but not inelegant. It is often called the “tricolor.”

The flag now used by the Northern States of America was formerly the national flag, and is one fourth of it blue, studded with stars, and all the rest covered with waved stripes of red and white. It is generally known as the “stars and stripes.”

The flag of the Southern or Confederate States of America is one-third blue, with seven white stars and a broad white stripe on a red ground.

The Prussian flag has a crowned black eagle on a white ground, and is less showy and attractive than most of the others.

The standard of the Netherlands, like that of France, consists of three broad stripes, red, white, and blue; but the stripes are not upright but horizontal, with a coat of arms on the centre one.

The Spanish flag is exceedingly imposing, coloured as it is with red, white, blue, yellow, and black, ornamented with turrets, lions, and black spread eagles; but its effect is, I think, somewhat lessened by being divided into so many parts. ,

The standard of Sweden has on it a large yellow cross, with three of the spaces between coloured blue, and one red with a cross upon it in white. It is by no means an ugly flag.

The Italian flag is a tricolour, green, white and red, in the order named, the colours arranged vertically, with a white cross on a red tablet, surmounted by a crown emblazoned on the white or central colour.

The flag of Portugal is a red one, and has in its centre a crowned shield, ornamented with golden towers and a white ground coat of arms.

The Turkish standard carries three yellow crescents on a green centre, the ground of the flag is red.

The Russian flag has on it a black spread eagle, two-necked, bearing a ball and sceptre in its talons, on a yellow ground. On the eagle is an equestrian figure on a red shield, and above the outstretched bird is a crown.

The standard of Austria closely resembles that of Russia, having a yellow ground bearing an eagle of the same kind, but no red shield and equestrian figure on the eagle.

The different nations, of course, have many other flags besides their national standards, but I must say something about British flags.

After the Royal Standard comes the flag of the Lord High Admiral, called the Anchor of Hope, with an

anchor on it. The Union flag follows, on which are mixed together the crosses of St. George, St. Andrew, and St. Patrick, for the Admiral of the Fleet; and then there are the flags for the Admirals, and very many others besides.

Foreign flags enable us to distinguish ships of different countries one from another; and our own flags' colours and situation point out the rank of those who command fleets, whether they are Admirals, Vice-Admirals, or Rear-Admirals; or whether they are Admirals of the White, the Red, or the Blue. The Admiral carries his colours at the head of the mainmast, a Vice-Admiral on the foremast, and a Rear-Admiral on the mizen.

The principal use, however, of flags is to give information, and to serve as signals. There are sea-signals of different kinds. Guns are fired as fog-signals, rockets and guns as night-signals, but flags are principally used as day-signals.

You may, perhaps, be a little surprised when I tell you, that by the use of thirteen flags more than thirteen thousand messages can be sent from one ship to another.

The plan is this. There is a flag for each of the numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, and one for the cipher 0; and there are three substitute flags. When the first substitute is put under any flag, it stands for the same number as that flag. When the second substitute is used, it

stands for the same number as the second flag flying; and when the third substitute is used, it stands for the same as the uppermost flag flying. When the first substitute is placed above a flag it adds to it 10,000. When the second substitute is put above a figure it adds 11,000, and when the third is used in the same way it adds 13,000. Thus, by these thirteen flags any number required may be formed.

The ships of the navy have books called signal-books, containing a great number of such orders as are usually given, or such sentences as are most likely to be wanted; and all of these are numbered. When, therefore, one ship hoists a flag or flags, another ship has only to take notice what number that flag or those flags represent, and then by looking at the same number in the book, it will be seen at once what is meant, so that it is almost as easy, by means of thirteen flags, to send thirteen thousand messages as it is thirteen.

When a flag is sent up from below to the mast-head, to prevent it from being entangled, it is rolled up close like a ball. When at the top it bursts forth. With a good telescope a flag may be clearly seen at a very considerable distance. I will next tell you a little about Admirals.

CHAPTER LXI.

A FEW WORDS ABOUT ADMIRALS.

ADMIRALS are commanders of fleets, and the highest officers of the navy. They are usually men who have seen much service, or distinguished themselves by courageous conduct and success.

The Lord High Admiral is the highest in command, but this office is usually, as at the present time, in the hands of commissioners, called Lords of the Admiralty. The Admiral of the Fleet comes next, and then Admirals; Vice-Admirals follow, and then Rear-Admirals.

Admirals are divided into three classes, the White, the Red, and the Blue. These carry flags, as I think I have already told you, of the colour after which they are called; the Admiral having his at the main topmast head; the Vice-Admiral at the fore topmast head, and the Rear-Admiral at the mizen topmast head.

Reckoning all kinds, in service and retired, there are, perhaps, between two and three hundred English Admirals. The pay of an Admiral of the Fleet is £2,190 a year; that of an Admiral, £1,825 a year; that of a Vice-Admiral, £1,460, and that of a Rear-Admiral, £1,095 a year; in addition to which, when commander-in-chief,

their flag flying within the limits of their station, they receive £1,095 as Table-money.

Admirals in command ought to be not only men of experience, but also men of energy. The late Admiral Sir Charles Napier, in a letter which he wrote a few years back to the Secretary of the Naval and Military Commission, expresses his opinion that commanders of fleets in naval actions have often been too far advanced in years to make the most of their successes. He says:—

“When we look back to the age of the officers who commanded the fleets in the great naval actions, when promotion was much quicker than it is at present, we shall find, with the exception of one or two cases, the Admirals had arrived at a time of life which made it quite impossible that their energies could be equal to the arduous service they were employed upon.

• “Lord Rodney became a Rear-Admiral at forty-seven, and fought his action at sixty-four; he was the first British Admiral who broke the enemy's line; and if we are to believe Sir Howard Douglas's statement in the controversy with Clark of Eldin, there appears to have been great want of decision on the part of Lord Rodney, who was suffering at the time from gout; and it is very well known that Lord Hood was displeased at the result of the action, and urged Lord Rodney to renew it.

“Lord Howe was commander of a squadron at thirty-three, and Rear-Admiral at forty-five; he fought the battle of the 1st June at sixty-eight; his second in command, Lord Graves, was the same age, and Lord Bridport sixty; he took six sail of the line, and allowed six or eight to escape under their spritsails. A man of his time of life was not equal to three days’ fatigue of body and mind; had he been between thirty and forty, the greater part of the enemy’s fleet would have been captured.

“Lord St. Vincent became a Rear-Admiral at forty-three, and attacked a Spanish fleet, of very superior force, at sixty-three; but it was the youthful Nelson who won the battle, by disobeying signals: in this case the superiority of the enemy was so great, that any man of any age would have been justified in declining a battle.

“Lord Duncan was a Rear-Admiral at fifty, and fought the Camperdown action at sixty-six; he was certainly no common man: had he been fifty he could not have borne down on an enemy’s fleet on a lee shore with more nerve and decision.

“Lord Nelson fought the battle of the Nile at thirty-nine, Copenhagen at forty-one, and Trafalgar at forty-seven: many men, of his age, would have done the same thing; but I doubt whether Lord Nelson himself, between sixty and seventy, would have attempted either the Nile

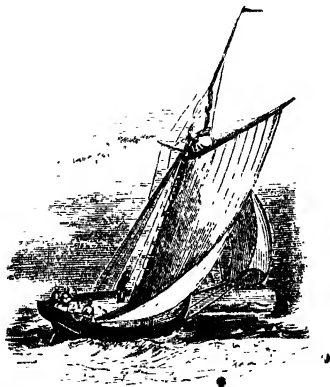
or Copenhagen; and most certainly, at that time of life, he would not have fought the battle of Trafalgar in the way he did. He followed the plan of Duncan in his mode of attack, won the day, and captured twenty-three sail out of thirty-three; and had he fought the action at a distance from the land, not one ship would have returned to tell the story. He died at forty-seven, leaving a brilliant example to follow—but which example will never be followed by one man in a hundred, unless he has youth on his side.”

An Admiral-in-chief is considered to be in rank equal to a Field-Marshal in the army. Admirals rank with Generals, Vice-Admirals with Lieutenant-Generals, and Rear-Admirals with Major-Generals.

Our old Admirals used to dress in all kinds of ways, for, then, the navy had no regular uniform. Uniforms began in the reign of George the Second. I will in a few words describe the dress uniform of an Admiral of the Fleet. The coat is of blue cloth and double-breasted, with ten buttons in each row. The buttons are raised, gilt, and an inch broad, having on them, between two laural wreaths, an anchor, a cable, and a crown. The collar is white, edged with gold lace. White slash pointed flaps are on the sleeve with gold lace, and four rows of distinction lace round the cuff, with pointed gold lace

flaps on the skirt. Gold epaulettes and embroidered straps are worn on the shoulders. The trowsers are of blue cloth seamed with gold lace, the cravat is of black silk, the hat cocked and gold laced, the sword solid hilted, the scabbard ornamented with embossed oak leaves, the sword knot blue and gold rope, and the sword belt formed of blue morocco leather, with slings embroidered in gold.

The dress uniform of the Admirals is much the same, except in the rows of distinction lace ; the Admiral wearing three rows, the Vice-Admiral two, and the Rear-Admiral one.



CHAPTER LXII.

SEA FIGHTS AND THEIR COMMANDERS.

I CAN hardly undertake to tell you about the British navy, without dwelling a little on a few of the victories it has obtained, but my account will be very short.

Every warlike nation holds in remembrance the great battles it has fought, the conquests it has made, and the names of those who had the command on such occasions.

Many are the names of England's naval warriors, and many the sea fights in which they came off victorious. I will only speak of a few of them.

Howard, Drake, Hawkins, Frobisher, and other gallant commanders, defeated the Spanish Armada in 1588, though it consisted of 130 ships, and had on board 8,350 sailors, 19,290 soldiers, with 2,630 pieces of ordnance.

Fire-ships filled with gunpowder, brimstone, pitch, bullets, stones, and chain shot, were sent among them, and set many of them in a blaze. It was, however, a storm that mostly dispersed them. If it be true, as it is said of it, that the Armada was largely supplied with thumb-screws, iron cravats for the neck, and other instruments of torture wherewith to afflict the “English heretics,” no wonder that

Divine Providence should brand it with displeasure. It had the benediction of the Pope, but the blessing of man could not protect it from the curse of the Almighty. Very few ships belonging to the "Invincible" Armada found their way back to Spain to tell the tale of their discomfiture.

Rodney, in 1782, fought a famous battle with the French Admiral Comte de Grasse, off Dominica, and defeated him. On this occasion Rodney broke the enemy's line, and thus was enabled to make a double attack on one wing. This gave him the victory.

Admiral Howe, in 1794, fought a great battle with the French fleet and conquered. Even to this day we hear the expression "The glorious first of June." Never, perhaps, was there a bolder man than Admiral Howe.

Admiral Vincent, in 1797, when he was Sir J. Jarvis, obtained a victory over the Spaniards that gained him great renown, so that his name figures among Britain's warriors.

Admiral Duncan, in 1797, achieved a signal victory over the Dutch fleet off Camperdown.

Admiral Nelson won many victories, being, among British naval commanders, by far the most famous. His great battle of Trafalgar was fought in 1805, against the combined fleets of France and Spain. Twenty sail of the

enemy were sunk, and the French Commander, Villeneuve, with two Spanish Admirals, were made prisoners.

I might speak of twenty others, and among them of Blake, Hawke, Hood, Codrington, Dundas, and Napier, for they have all showed great skill and courage, and all have obtained victories, but I must now enter on a brief account of the British Royal Navy.

CHAPTER LXIII.

AN ACCOUNT OF THE SHIPS IN THE BRITISH ROYAL NAVY.

IN putting before you an account of the ships in the Royal Navy of England, I am principally indebted to the *Times* for the following paragraph :—

The annual official return of the number, name, tonnage, armament, and horse-power of each vessel, both steamers and sailing ships, composing the British navy, was published under the authority of the Lords of the Admiralty. Including a numerous fleet of gunboats, the navy of England on the 1st of January, 1863, numbered 1,014 ships of all classes. Of this number there are 85 line-of-battle ships, mounting from 74 guns to 131 guns each, according to their rating; 39 of from 50 guns

to 72 guns each; 69 frigates of from 24 guns to 46 guns each, most of which are of a tonnage and horse-power equal to a line-of-battle ship; 30 screw corvettes, each mounting 21 guns; and upwards of 600 frigates and vessels of all classes mounting less than 20 guns. In addition to the above there is a fleet of 190 gunboats, each mounting two heavy Armstrong guns and of 60-horse power, besides a numerous squadron of iron and wooden mortar vessels built during the Russian war, and now laid up at Chatham. At present there are 43 vessels under construction for the Admiralty at the various public and private dockyards, many of which will be completed and launched during the present year. The iron vessels building are the Achilles, 50, 6,079 tons, 1,250-horse power, at Chatham; the Northumberland, 50, 6,621 tons, 1,250-horse power, at Millwall; the Minotaur, 50, 6,621 tons, 1,250-horse power, at Blackwall; the Agincourt, 50, 6,621 tons, 1,250-horse power, at Birkenhead; the Hector, 32, 4,063 tons, 800-horse power, at Glasgow; the Valiant, 32, 4,063 tons, 800-horse power, at Millwall; the Tamar, 3, 2,812 tons, 500-horse power, and the iron-cased frigate Royal Alfred, 34, 3,716 tons, 800-horse power, at Portsmouth; the Ocean, 34, 4,045 tons, 1,000-horse power, at Devonport; the Zealous, 34, 3,716 tons, 800-horse power, at Pembroke; and the Favourite, 22, 2,186 tons,

400-horse power, at Deptford. In addition to the above, the Royal Sovereign, 3,963 tons, 800-horse power, is being converted into a cupola ship, and the Enterprise, building at Deptford, for a shield-ship, on the new plan submitted to the Admiralty. During the year 1862 the vessels launched at the several dockyards were the Caledonia, 50, 4,045 tons, 800-horse power, iron-cased frigate, at Woolwich; the Royal Oak, 34, 3,716 tons, 800-horse power, iron-cased frigate, at Chatham; the Prince Consort, 34, 3,716 tons, 800-horse power, iron-cased frigate, at Pembroke; the Rattler, 17, 951 tons, 200-horse power, and the Columbine, 4, 669 tons, 150-horse power, at Deptford; the Jaseur, 5, 80-horse power, at Devonport; the Orontes, 3, 2,812 tons, 500-horse power, at Blackwall; and the Eucharist, 4, 835 tons, 250-horse power, and the Psyche, 4, 835 tons, 250-horse power, at Pembroke. The vessels now under construction at the various Royal dockyards, exclusive of the iron and iron-cased ships, are the Dryad, 51, 3,027 tons, 600-horse power, the Harlequin, 6, 950 tons, 200 horse-power, and the Helicon, 4, 835 tons, 200-horse power, at Portsmouth; the Bulwark, 91, 3,716 tons, 800 horse-power, the Belvidera, 51, 3,627 tons, 600-horse power, the Menai, 22, 1,857 tons, 400-horse power, the Reindeer, 17, 951 tons, 200-horse power, the Salamis, 4, 835 tons, 250-horse power, and the

Myrmidon, 4, 695 tons, 200-horse power, at Chatham; the Repulse, 89, 3,716 tons, 800-horse power, the Dartmouth, 36, 2,478 tons, 500-horse power, the Wolverene, 21, 1,623 tons, 400-horse power, and the Sylvia, 4, 695 tons, 200-horse power, at Woolwich; the Robust, 89, 3,716 tons, 800-horse power, the Ister, 36, 3,027 tons, 500-horse power, and the Bittern, 4, 669 tons, 150-horse power, at Devonport; the Endymion, 36, 2,478 tons, 500-horse power, the Sappho, 6, 950 tons, 200-horse power, and the Circassian, 4, 669 tons, 150-horse power, at Deptford; the North Star, 22, 1,623 tons, 400-horse power, at Sheerness; the Tweed, 51, 3,027 tons, 600-horse power, the Trent, 6, 950 tons, 200-horse power, the Newport, 5, 425 tons, 80-horse power, the Nassau, 4, 695 tons, 200-horse power, the Guernsey, 4, 695 tons, 200-horse power, the Tartarus, 4, 695 tons, 200-horse power, and the Research, 4, 1,253 tons, 200-horse power, at Pembroke; and the Prince Albert, 5, 2,529 tons, 500-horse power, at Millwall. The number of line-of-battle and other steamers composing the squadron on the North American station is 29, under the orders of Vice-Admiral Sir A. Milne, K.C.B. The squadron in the Mediterranean, under the command of Vice-Admiral Sir W. F. Martin, K.C.B., numbers 28 vessels of all classes. The East India and China squadrons consist of 32 vessels, the

Admiral in Command of that station being Rear-Admiral A. L. Kuper, C.B. The number of ships stationed on the West Coast of Africa assisting in the suppression of the slave trade is 21. The Pacific squadron, under the command of Rear-Admiral J. Kingcome, numbers 12 ships, and that on the South-east Coast of America, commanded by Rear-Admiral R. L. Warren, 8 ships. There are six line-of-battle and other ships stationed at the Cape of Good Hope, and the same number are attached to the Australian station, under the orders of Commodore W. F. Burnett, C.B.* The Channel squadron consists of the *Revenge*, 73, 3,322 tons, 800-horse power, Captain C. Fellowes, flagship of Rear-Admiral R. Smart, K.H.; the *Warrior*, 40, 6,109 tons, 1,250-horse power, Captain the Hon. A. A. Cochrane; the *Black Prince*, 40, 6,109 tons, 1,250-horse power, Captain J. F. B. Wainwright; the *Defence*, 16, 3,720 tons, 600-horse power, Captain A. Phillimore; and the *Resistance*, 16, 3,710 tons, 600-horse power, Captain W. C. Chamberlain.

It may be said that ships, however numerous, do not constitute the strength of a nation's navy, but rather the courage and skill of those who man them, and with this opinion I agree; but I think that none of those who have

* Drowned—wrecked in the *Orpheus*.

ever been opposed to British tars will call either their courage or their skill in question.

The increased power of a first-rate ship from what it used to be may be gathered from the following :—

The weight of the broadside of the *Victory*, carrying 104 guns, serving in the year 1805, was 900 lbs. ; the weight of the broadside of the *Caledonia*, carrying 120 guns, serving in 1830, was 1,772 lbs. ; while the weight of the broadside of the *Duke of Wellington*, carrying 131 guns, now serving, is 4,000 lbs.

Taking the British navy altogether, the guns they carry, and the courage and skill of the Admirals, Captains, Lieutenants, Midshipmen, and men that compose their crews, there never was anything like such a maritime force in the service of any nation since the world was made.

Perhaps, as I have given you an account of the ships of the navy, you would like to see a list of the crew that a first-rate man-of-war used to carry ; it now carries more. You shall have it, and with it I shall close my chapter.

| | | | |
|-------------------------|---|-------------------------------|----|
| Captain | 1 | Assistant Surgeons | 3 |
| Lieutenants | 8 | Gunner | 1 |
| Master | 1 | Boatswain | 1 |
| Chaplain | 1 | Carpenter | 1 |
| Surgeon | 1 | Mate | 1 |
| Purser | 1 | Midshipmen | 23 |
| Second Master | 1 | Master's Assistants | 6 |

| | | | |
|-----------------------------------|----|--------------------------------|-----|
| Schoolmaster | 1 | Volunteers | 12 |
| Clerk | 1 | Gunner's Crew | 25 |
| Master-at-arms | 1 | Carpenter's Crew | 18 |
| Ship's Corporals | 2 | Sailmaker's ditto | 2 |
| Captain's Coxswain | 1 | Cooper's ditto | 2 |
| Launch ditto | 1 | Yeoman of Store-room | 1 |
| Quarter Masters | 12 | Able Seamen } | 478 |
| Gunner's Mates | 5 | Ordinary ditto } | |
| Boatswain's Mates | 8 | Cook's Mate | 1 |
| Captains of Forecastle | 3 | Barber | 1 |
| Captain of Hold | 1 | Purser's Steward | 1 |
| Ship's Cook | 1 | Captain's ditto | 1 |
| Sailmaker | 1 | Captain's Cook | 1 |
| Ropemaker | 1 | Ward-room ditto | 1 |
| Carpenter's Mates | 2 | Ward-room Steward | 1 |
| Caulker | 1 | Steward's Mate | 1 |
| Armourer | 1 | Landsman | 1 |
| Captains of Maintop | 3 | Boys | 31 |
| Captains of Foretop | 3 | Captain of Marines | 1 |
| Captains of Mast | 3 | Lieutenants | 3 |
| Captains of After-guard | 3 | Sergeants | 4 |
| Yeoman of Signals | 1 | Corporals | 4 |
| Coxswain of Pinnace | 1 | Drummers | 2 |
| Sailmaker's Mate | 1 | Privates | 146 |
| Caulker's Mate | 1 | | |
| Armourer's Mates | 2 | Total | 850 |
| Cooper | 1 | | |

CHAPTER LXIV.

CONCLUSION.

I HAVE gone through my Tales of the Sea, and given you, as I said I would do, some account of the Islands in the Pacific Ocean; and I have added, also, no small amount of information respecting ships and the Royal Navy. When you are snugly tucked up in your beds, and hear the winds blow, perhaps you will, now and then, think of the dangers that are passed through by those who "go down to the sea in ships, that do business in great waters."

Perhaps, too, the account that I have given you of some of the fierce savages will make you more thankful for the kind friends which are around you, and the many comforts you enjoy.

I will not deny that there are charms in a wandering life. In days gone by, it was my greatest joy to sail the salt seas, and visit strange lands, and see strange sights and different kinds of people; but, then, only see how little a man gets by all this! Toil and peril await him every hour, and if he be successful in his undertakings, and get a few things together to bring home, to find him

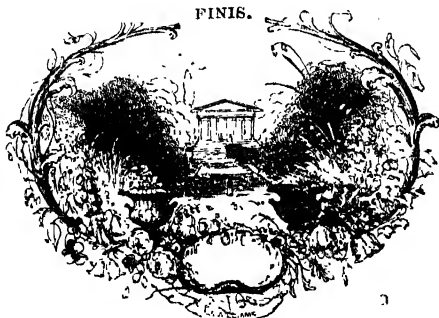
comforts when he can go to sea no longer—perhaps all on a sudden, a storm arises, and the vessel becomes a wreck ; or a pirate heaves in sight, captures the ship, and carries the crew into captivity. Besides these things, there are dangers from shortness of provisions, from want of water, from rocks under the waves, sand-banks, coral reefs, icebergs, sharks, water-spouts, and other things. Not but that all this may be cheerfully borne, so long as we are in the path of duty ; but when a poor thoughtless youth runs away to sea against the consent of his parents, he has something else to bear heavier than them all, and that is, a guilty conscience, which tells him he has done wrong. This makes every trial heavier, this robs every adventure of its pleasure ; for an aged, weeping father, or a mother wringing her hands in despair for the absence of an undutiful son, is always coming uppermost in the mind.

I have had myself as much pleasure as most people on board ship, but I advise you to keep ashore till duty calls you to the sea. At home you have safety, friends, comfort, and peace ; you have the green fields, and the sabbath bells, good books, and opportunities of improving your minds, and calmly preparing yourselves not only for this world, but a better ; these things are more valuable than all you can get by wanderings on the ocean or in strange lands.

As I grow older, I am more anxious that you should all keep in good ways; for it seems to be plainer and plainer to me every year, that bad ways lead to bad ends.

Some of your friends may desire that you may become rich and great, and occupy high stations in the world; but they who climb high, sometimes grow giddy, and fall again. Peace of mind, and health of body, are greater blessings than fortune and fame.

Whether you are rich or poor, that you may fear God, honour your parents, and lead peaceable lives, is the desire of your old friend PETER PARLEY.



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